TECHNOLOGY DEPT

ne, 1944

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DETROIT

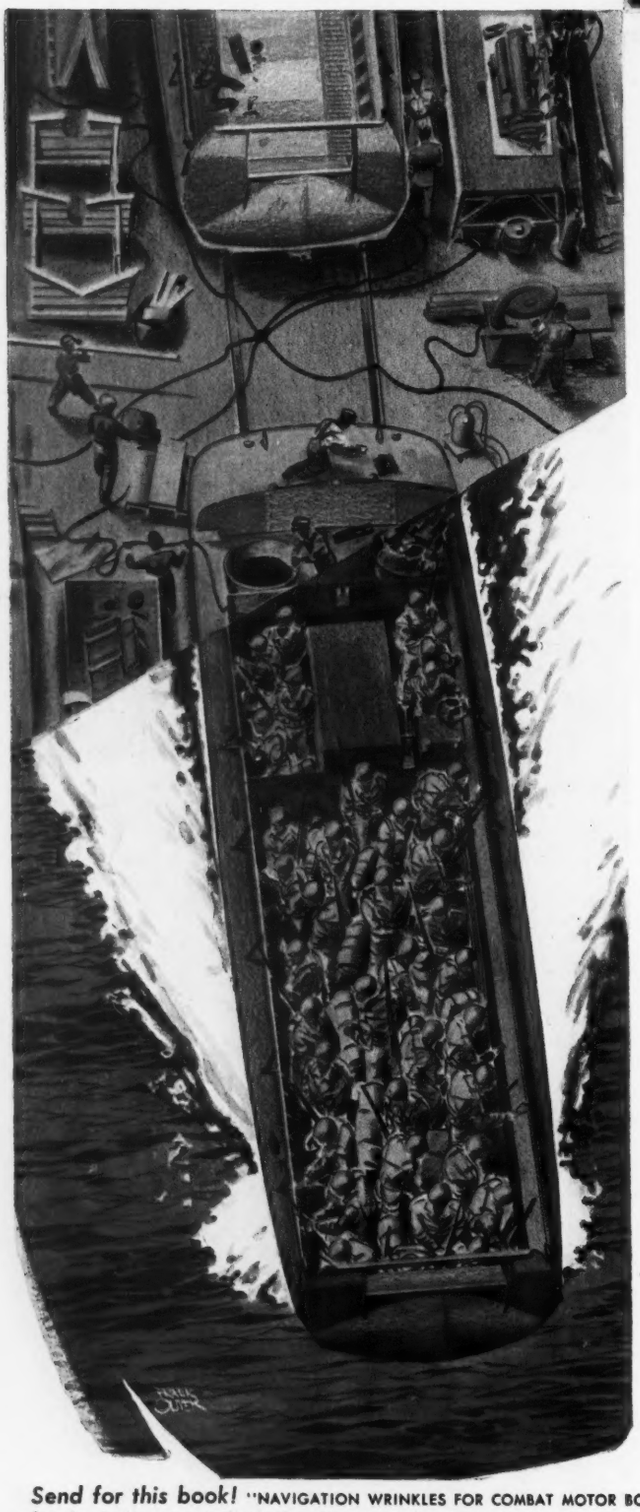
Yachting

DOWN THE COAST TO MAINE ☆ ENGINE TROUBLE-SHOOTING

SEEING THE WEATHER ☆ OUR "SECOND" NAVY

COLLEGE YACHTING IN THE GAY NINETIES

INVASION INVENTORY



Serving every branch of our fighting forces are Higgins craft, ranging from hard hitting motor torpedo boats to commodious cargo ships.

Pouring from Higgins production lines and appearing on every invasion front are Higgins armored rocket boats . . . landing boats . . . motor gun boats . . . rescue boats and salvage craft . . . tank lighters . . . patrol boats . . . armored support boats . . . fire boats . . . . AN ARMADA DESIGNED FOR ATTACK.

To further speed the Impetus of Invasion, Higgins Industries have granted permission to the U. S. Government to contract with other boat builders for the use of Higgins hull designs, together with patented construction details, appliances and mechanical principles—without royalty to Higgins for the duration.

The story of the Invasion Inventory of Higgins, from a bayou built boat to the battle of the beaches, is told in a new booklet, "History in a Hurry." . . . Send for your copy.

Higgins
INDUSTRIES INCORPORATED
NEW ORLEANS
HUB OF THE AMERICAS

BREAK THE AXIS BACK . . . BUY EXTRA WAR BONDS!

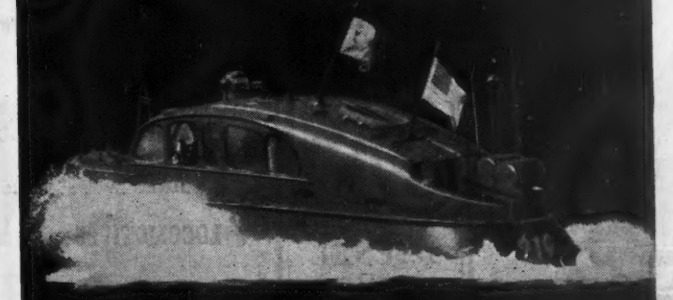
Send for this book! **"NAVIGATION WRINKLES FOR COMBAT MOTOR BOATS,"** *108 pages, illustrated, of useful information on piloting and navigation based on lectures given in Higgins Boat Operators and Marine Engine Maintenance School. Book will be sent to you, postpaid, at cost of printing, binding and mailing.* **$1**

YACHTING, June, 1944. Vol. 75, No. 6. Published monthly at 10 Ferry Street, Concord, N. H. Editorial, Circulation and Advertising Offices, 205 East 42nd Street, New York 17, N. Y. $4.00 a year, 50 cents a copy. Entered as Second-Class matter at the Post Office at Concord, N. H., under the Act of March 3, 1879

Coastguard Masterpiece...

Here's the "Revere" on a test run just after her launching. Conceived by Charles G. Miller and designed by Ben Dobson, the "Revere" is literally the yacht of tomorrow proved a hundred times over by her two years of tough Coast Guard service.

Now the C.G.R.-219, flying Coast Guard insignia proudly, the "Revere" mounts a machine gun forward and depth charge apparatus aft.



Under full power of her twin V-12 Scripps engines C.G.R.-219 attacks in deadly earnest. She has taken ten times the beating any privately owned yacht would ever take—and she is still going strong.

POWERED BY Scripps

When Revere Copper and Brass Incorporated launched the "Revere"—super deluxe all metal cupro-nickel hulled yacht—she was the last word in design and construction. The U. S. Coast Guard, to whom the "Revere" was turned over less than a week after Pearl Harbor, will tell you she is still the last word. She has been on tough assignments ever since. And the Coast Guard has plenty of tough assignments to hand out. She has been used almost constantly for high speed courier and rescue service. Her twin V-12 *Scripps* Engines give her 600 h.p. and a top speed of 35 m.p.h. In the "Revere" and in thousands of other service craft in home and foreign waters, *Scripps* power has proved dependable. You'll want a *Scripps* in *your* postwar boat!

GASOLINE AND DIESEL MARINE ENGINES
FOURS • SIXES • V-EIGHTS • V-TWELVES
TWENTY-FIVE TO SIX-HUNDRED* HORSEPOWER
*TWIN SCREWS

BE BOND-MINDED TODAY • SCRIPPS-MINDED TOMORROW

SCRIPPS MOTOR COMPANY • 5817 LINCOLN AVENUE • DETROIT 8, MICHIGAN

102-ft. Huskies
BUY WAR BONDS
DO MORE
THAN BEFORE!
• Today you find many of these tri only
American tugboats doing valiant wo achie
work for the United Nations at suc
places as Massawa, Oran, Naples, th
South Pacific, Pearl Harbor and Per
• They sailed to those faraway plac neuv
under their own power—long trips th elec
GM
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ENGINES . . . 150 to 2000 H.
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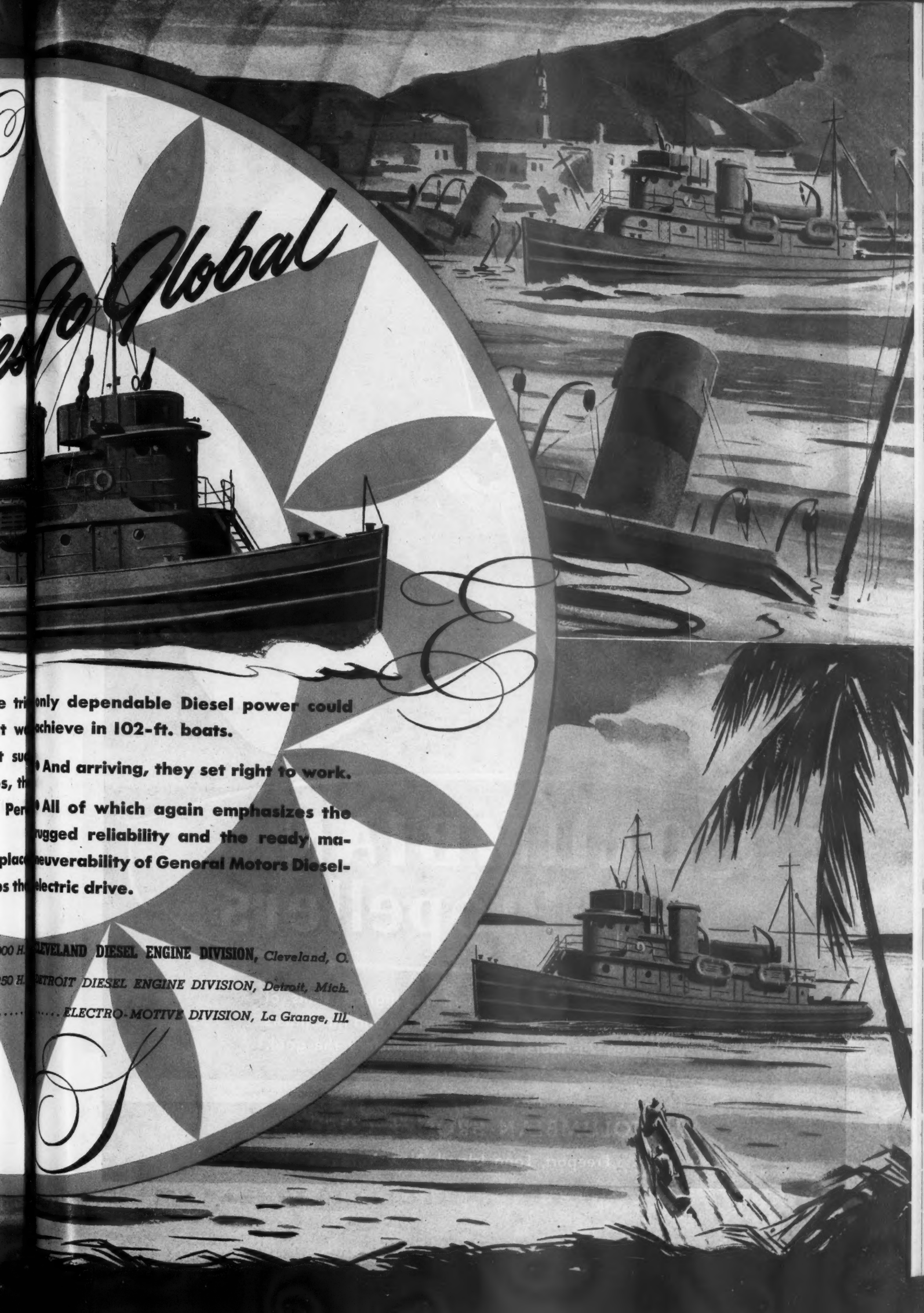
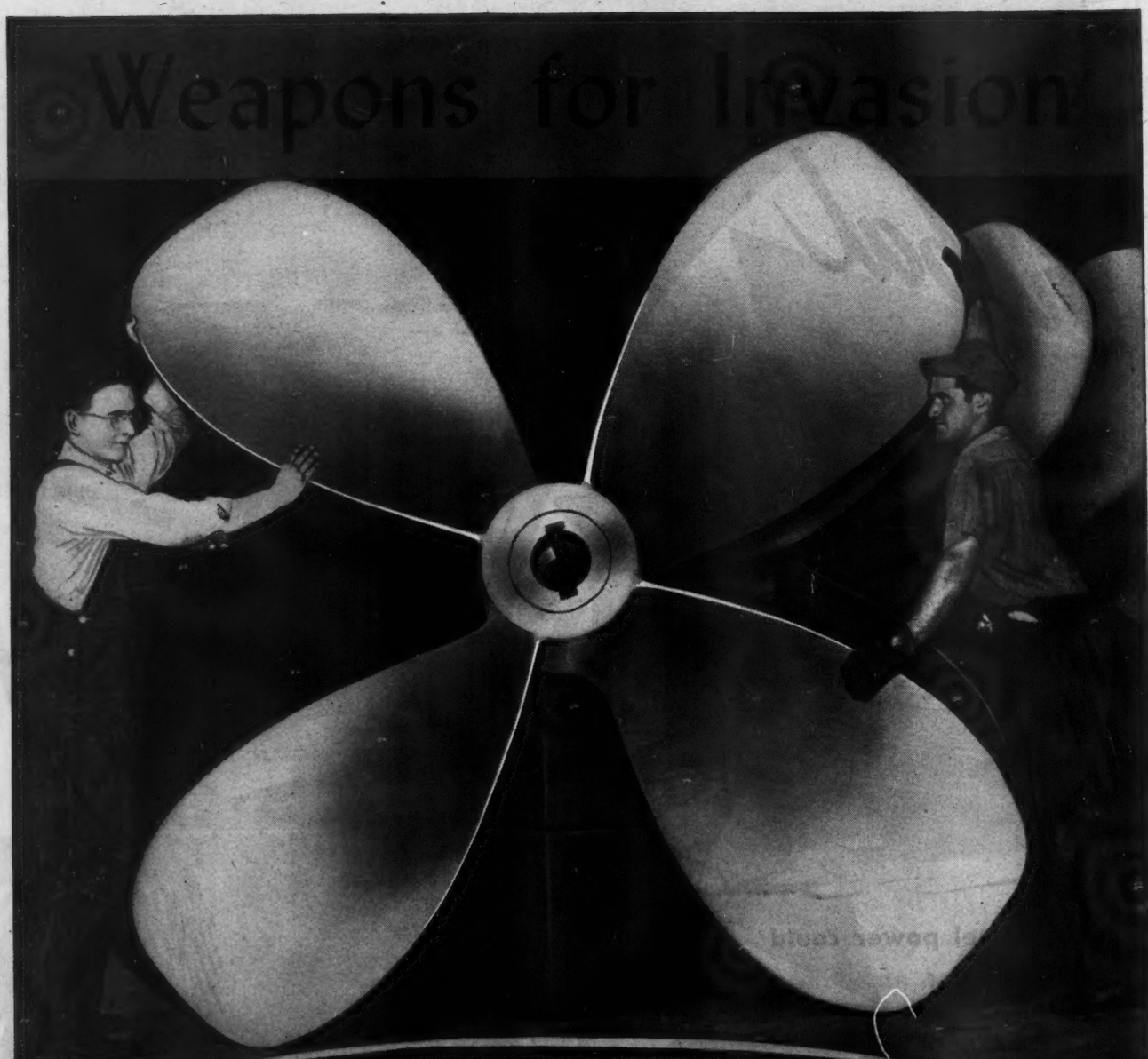
LOCOMOTIVES . . . . . .


...to Global
...only dependable Diesel power could ...achieve in 102-ft. boats.
And arriving, they set right to work.
All of which again emphasizes the ...rugged reliability and the ready ma-...neuverability of General Motors Diesel-...electric drive.
...LEVELAND DIESEL ENGINE DIVISION, Cleveland, O.
...ETROIT DIESEL ENGINE DIVISION, Detroit, Mich.
..... ELECTRO-MOTIVE DIVISION, La Grange, Ill.



COLUMBIAN
Bronze Propellers

A man-sized job employing the highest skills of metallurgists, engineers, foundrymen and machinists producing 24 hours per day with victory the goal.

Superior Quality Columbians Drive LCI's, LST's, Sub Chasers, PT's, Mine Layers, Cutters, DE's, Tugs, etc.

COLUMBIAN BRONZE CORP.

Freeport, Long Island, New York

THE POSTWAR
FAIRFORM FLYER

WILL RETAIN

Restful comfort
Exquisite workmanship
Ability to run at slowest speeds
Without Pendulum Roll
Greater safety than in any other vehicle
Superb seaworthiness
Longevity and low upkeep cost

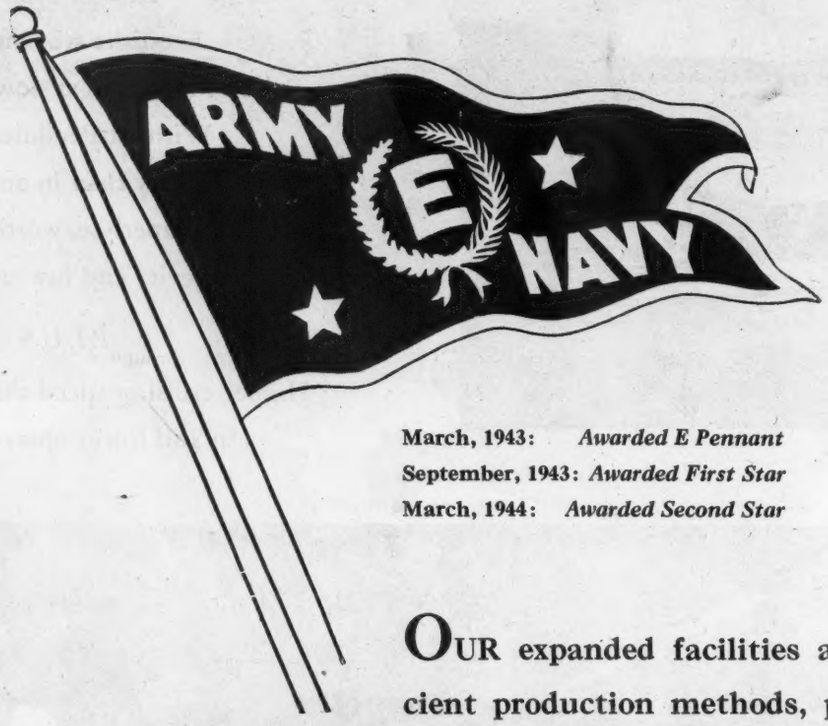
PLUS

Higher cruising speed than ever before,
at still lower operating cost

POSTWAR MODELS 28 TO 100 FEET, ALL NEW, OF OUTSTANDING PERFORMANCE. WE SOLICIT SUBSTANTIAL INQUIRY.

HUCKINS YACHT CORPORATION, JACKSONVILLE, FLORIDA

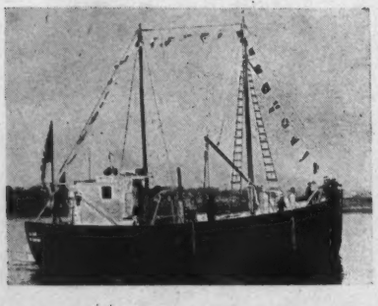
A Three Time Winner



March, 1943: *Awarded E Pennant*
September, 1943: *Awarded First Star*
March, 1944: *Awarded Second Star*

OUR expanded facilities and efficient production methods, plus the various types and wide variety of boats we have built for the Government, will enable us to serve the post war yachtsman immediately when production of pleasure craft is again permitted. Our years of experience plus our skilled personnel will enable us to give you the finest workmanship with custom quality at stock boat prices. Consult us now.

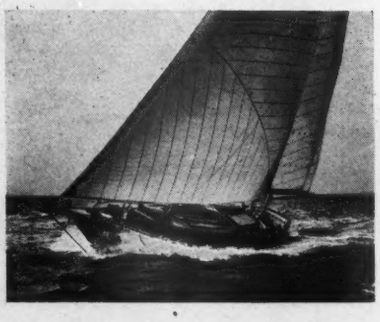
For Commerce



Palmer Scott has built and is now building Government boats, including the following:

29 Ft. Aircraft Rescue Boats for the Navy
36 Ft. Aircraft Rescue Boats for the Navy
38 Ft. Picket Boats for the U. S. Coast Guard
26 Ft. Drill Boats for the Maritime Commission
26 Ft. Mine Yawls for the Army
30 Ft. Mine Yawls for the Army
40 Ft. Standard Motor Sailers for the Navy
33 Ft. Rearming Boats for the Navy
40 Ft. Navy-Type Motor Sailers for the Army
50 Ft. Navy-Type Motor Sailers for the Army
50 Ft. Salvage Boats for the Army
24 Ft. Personnel Boats for the Navy
17 Ft. Line Handling Boats for the Navy

For Postwar Yachtsmen



Palmer Scott & Co., Inc.

NEW BEDFORD, MASSACHUSETTS

COMPARE...

The Old TRADITIONAL Wheel,

which, on even the smallest cruiser, requires 4 turns—equal to 18 feet or more of peripheral travel—to move the rudder through its full range.

TO...

The MODERN Morse System,

in which 18 *inches* of stick movement, through Variable Ratio Steering*, accomplishes the same results in one-tenth the time and with one-tenth the effort . . . This, in combination with reverse gear and throttle control from the same stick, enables the boat to be directed to right or left, reverse or forward by a corresponding movement of the hand.

*Variable Ratio Steering — an integral part of the MORSE Control — provides a high stick-to-rudder ratio in all normal cruising positions with a progressively decreasing ratio as the stick is moved to either side of center.

It is this unique, though simple device, that makes practical the reduction of eighteen or more feet of wheel travel to a foot and a half of stick movement.

Morse MARINE CONTROL SYSTEM

ARMY E NAVY

THE MORSE INSTRUMENT CO. • 25 Clinton St., Hudson, Ohio

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trade marked
for the...
FUTURE
IPIK
GUM • POPLAR • MAHOGANY
PLYWOOD
IPIK TEGO BONDED PLYWOOD has left its mark . . . on the beaches of the South Pacific—the frozen wastes of Kiska and Attu—the blue Mediterranean shores of North Africa, Sicily and Italy . . . has proven its dependability, its stamina, its utility on the world's toughest proving ground . . . the invasion beach!
LOOK FOR THE TRADEMARK—indelibly etched on bloodied sands and rocky shores the world over—when you plan a new boat . . . when you want tight-fitting, tight-closing, warp-proof plywood doors for your new home or office . . . when you want naturally beautiful plywood wall panels in your office or home. Yes, look for IPIK TEGO-BONDED PLYWOOD—your trade-marked guarantee of quality—the product of more than thirty years of experience in plywood manufacture.
IPIK PLYWOOD COMPANY
1833 Canal Building, New Orleans ★ FACTORY, Kenner, La.
Free On Request: "Yesterday, Today and Tomorrow in Plywood"

"Lifeboats dead-ahead, Sir!"

"At eight bells last night we picked up an SOS. Through the night we kept headed for the foundering ship by taking bearings on her with our radio direction-finder. She sank just before dawn. A few hours later, we sighted her lifeboat dead-ahead and rescued the survivors."

* * *

The Radiomarine Direction-Finder, now in use on thousands of ships at sea, enables a ship to locate others . . . and to determine its own position with accuracy when storms, fogs, or blacked-out coastlines make other means of navigation impossible. Because of this, ships are able to proceed without delay, bringing their vital war cargoes to the fighting fronts with greater safety, with fewer losses, and often with substantial savings in time. This is the part the Radiomarine Direction-Finder is playing in our war effort.

The entire facilities of Radiomarine Corporation of America, including its service stations at twenty-one ports, are totally mobilized for war and are engaged in equipping merchant ships and the ships of our armed forces with complex radio-electronic installations required in fighting a global war . . . When victory is ours, the improved radio-electronic equipment developed for this purpose will be made available for all vessels—from pleasure craft to luxury liners. Radiomarine Corporation of America, 75 Varick St., New York, N. Y.

RCA RADIOMARINE CORPORATION OF AMERICA

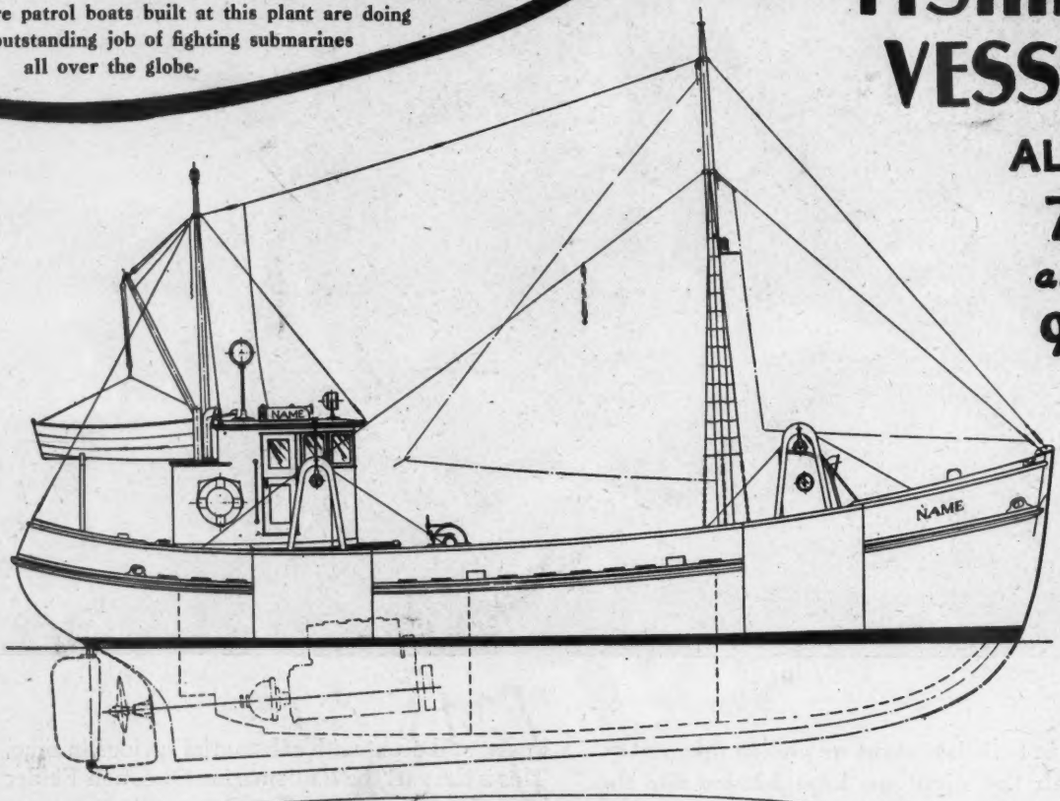
A SERVICE OF RADIO CORPORATION OF AMERICA

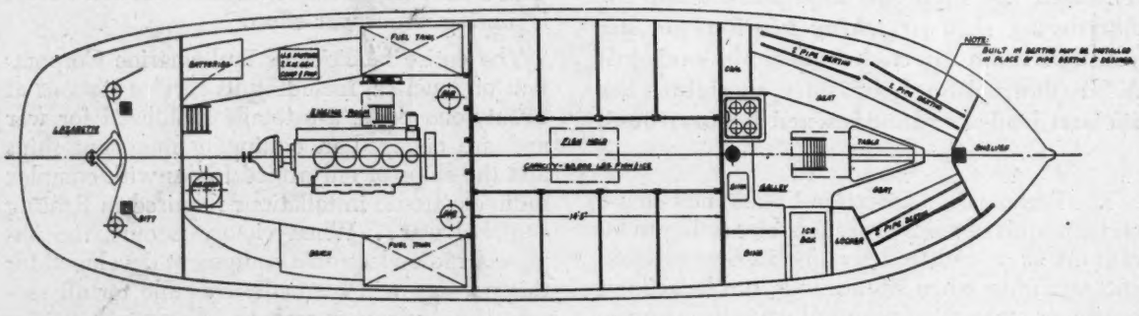
ONE OF THE FAMOUS 83' COAST GUARD "SUB-BUSTERS"

Large fleets of these rugged, sea going, hard fighting, off shore patrol boats built at this plant are doing an outstanding job of fighting submarines all over the globe.

WHEELER 60' FISHING VESSEL

ALSO 75' and 90'





Rugged Wheeler Fishing Vessels are built for year-round HARD WORK. This splendidly equipped plant, with a background of years of quality boatbuilding, solicits your inquiries for trawlers up to 200' in wood or steel, or any other type of commercial vessel, tugs, barges, or service boats. *60' Dragger illustrated above is now under construction and inspection by those interested is invited. Let us figure on your requirements.*

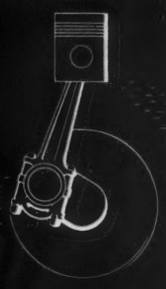
EARLY DELIVERIES AVAILABLE — WRITE FOR DETAILS

REPAIRS — Facilities of this plant are now available for repairs, either steel or wood, of vessels of any type to approximately 100 feet in length. For private or commercial owners

WHEELER SHIPYARD, Inc.

Foot of Cropsey Ave.
BROOKLYN, N. Y.
ESplanade 2-5900

2300 RPM LATER



For many years, the excessive weight and bulk of cumbersome, slow speed models barred the door to low cost diesel power for many industries and countless types of equipment. But now—2300 RPM later—that barrier has been removed by the high speed diesel. In this trend toward higher horsepower output through higher engine speeds, the Cummins Dependable Diesel has consistently been the trail blazer—the leader. Every day sees this trend continuing . . . just as every day sees Cummins Diesel Power doing the toughest heavy-duty jobs at a lower cost . . . with greater profit.
CUMMINS ENGINE COMPANY, INC., Columbus, Ind.

CUMMINS *Dependable* DIESELS

SINCE 1918...PIONEER OF PROFITABLE POWER THROUGH HIGH SPEED DIESELS

HEAVY-DUTY MARINE MODELS FOR PROPULSION AND AUXILIARY SERVICE

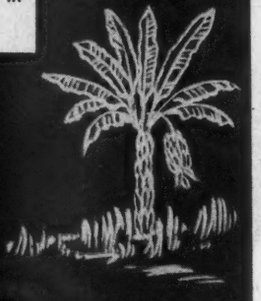
VES,

TRUMPY-BUILT BOATS ARE EXTRA STURDY

In peace—the last word in luxury cruisers

In war, adaptable as durable, efficient, inter-island freighters

(Both illustrations show the 98-ft. Mariposa, upper picture as it was the center of interest in Florida 1928-29.)



JOHN TRUMPY & SONS, INC.

GLOUCESTER CITY, *formerly* MATHIS YACHT BUILDING CO. NEW JERSEY

Breidert MARINE Air-X-Hausters

PATENT NO. 2269428

changed ventilating standards 50 years old!

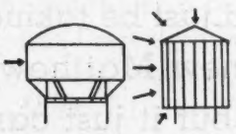
"We didn't know what good ventilation was until we installed Breiderts!"

Breiderts are supplied with waterproof dampers operated by non-rising wheel and rod, providing effective temperature control for diesel engine rooms.

Positive Ventilation under *all* weather conditions!

STATIONARY, NO MOVING PARTS... The Breidert does not have to be turned into the wind for favorable results. Uses no power.

RIGID TESTS PROVE EFFICIENCY... The certified ratings of the Breidert Marine Air-X-Hauster are based on extensive wind-tunnel tests made by Smith, Emery & Co. (Pacific Coast branch of Pittsburgh Testing Laboratories), with wind blowing at all angles (see right). Most conventional ventilators are tested with wind blowing horizontally only. Compare the Breidert's ratings with others!



Old Method — Breidert Method

FOR MANY TYPES OF APPLICATIONS . . . Breidert heads are used on nearly all sizes and types of ships ... on decks, portholes, galley stacks, engine-room hatchways, kingposts, incinerators, etc. When properly installed, they have never failed to substantiate every claim made for them!

SUCCEED WHERE CONVENTIONAL VENTILATORS FAIL ... Breidert Marine Air-X-Hausters have successfully solved many difficult ventilating problems, providing positive ventilation where other ventilators "back-drafted" or otherwise failed. They can be installed in horizontal or vertical position.

Marine ventilating experts, ship owners and crews are enthusiastic about the Breidert Marine Air-X-Hauster—the greatest scientific improvement in ship ventilators in over half a century. Designed on proven aerodynamic principles, the Breidert provides safe, sure ventilation no matter which way the wind blows, at sea and in port ... *without operating or maintenance expense!* "Back-drafts" are completely eliminated where no interior negative pressure exists.

Write for Free Engineering Data Book

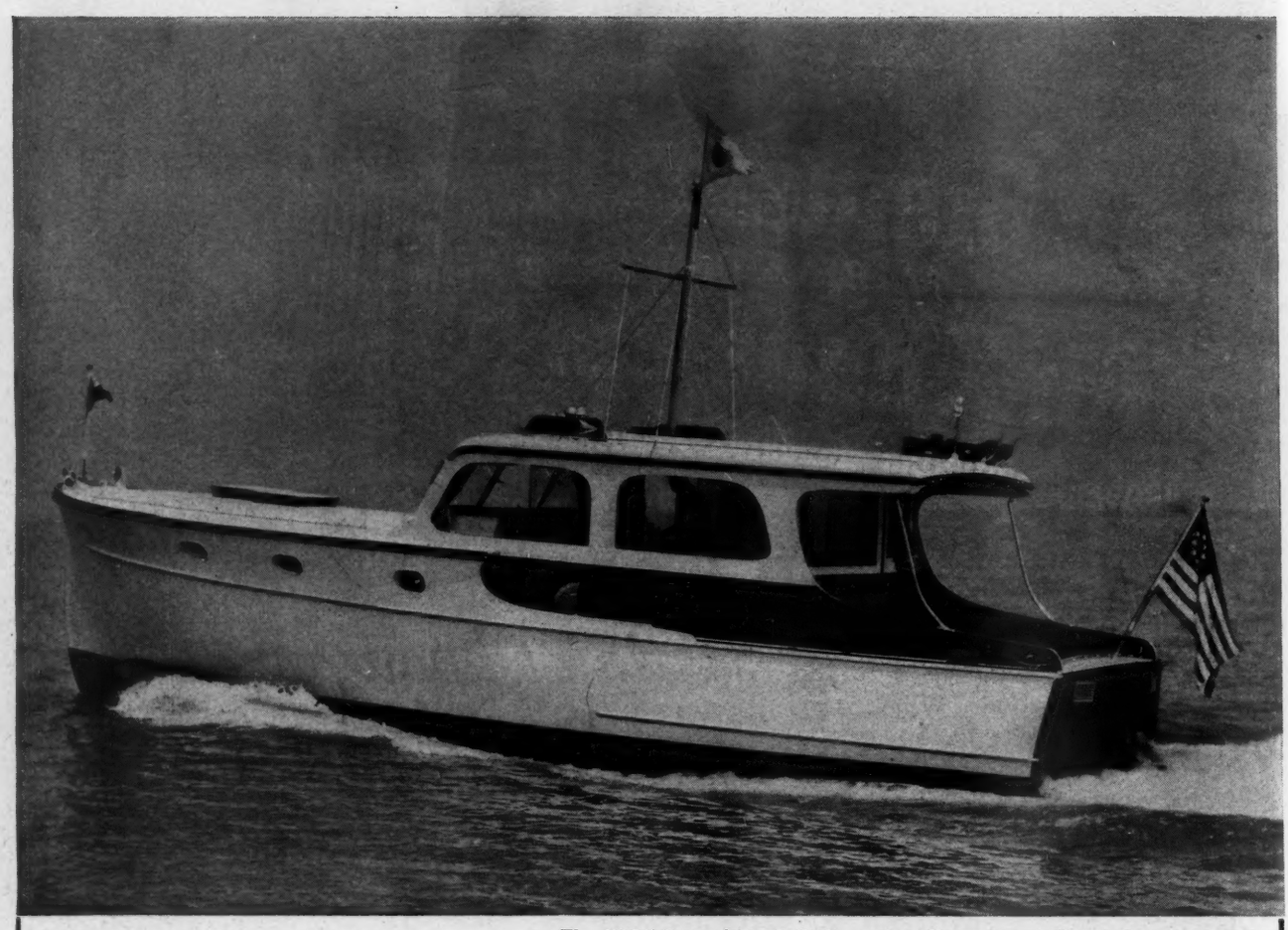
Contains complete specifications and other information, including certified capacity ratings. Address Dept. F.

Manufactured by

G. C. BREIDERT CO.

Offices: 634 S. Spring St., Los Angeles 14, Calif.

REPRESENTATIVES LOCATED IN PRINCIPAL CITIES THROUGHOUT THE U. S.



The "38" Raised Deck Sedan—the all-purpose, all-weather cruiser

The Song of the Open Cockpit...

is especially strong this month—with fish just waiting to be caught—a swell sun tan to be started—and the gang itching to go places.

In normal times you'd just be taking delivery this month of your new Matthews Cruiser like the one above—but it just can't be this year. Better make definite plans soon though—just about everybody will want a new boat after the war. Until then—Buy War Bonds!

Write us today!

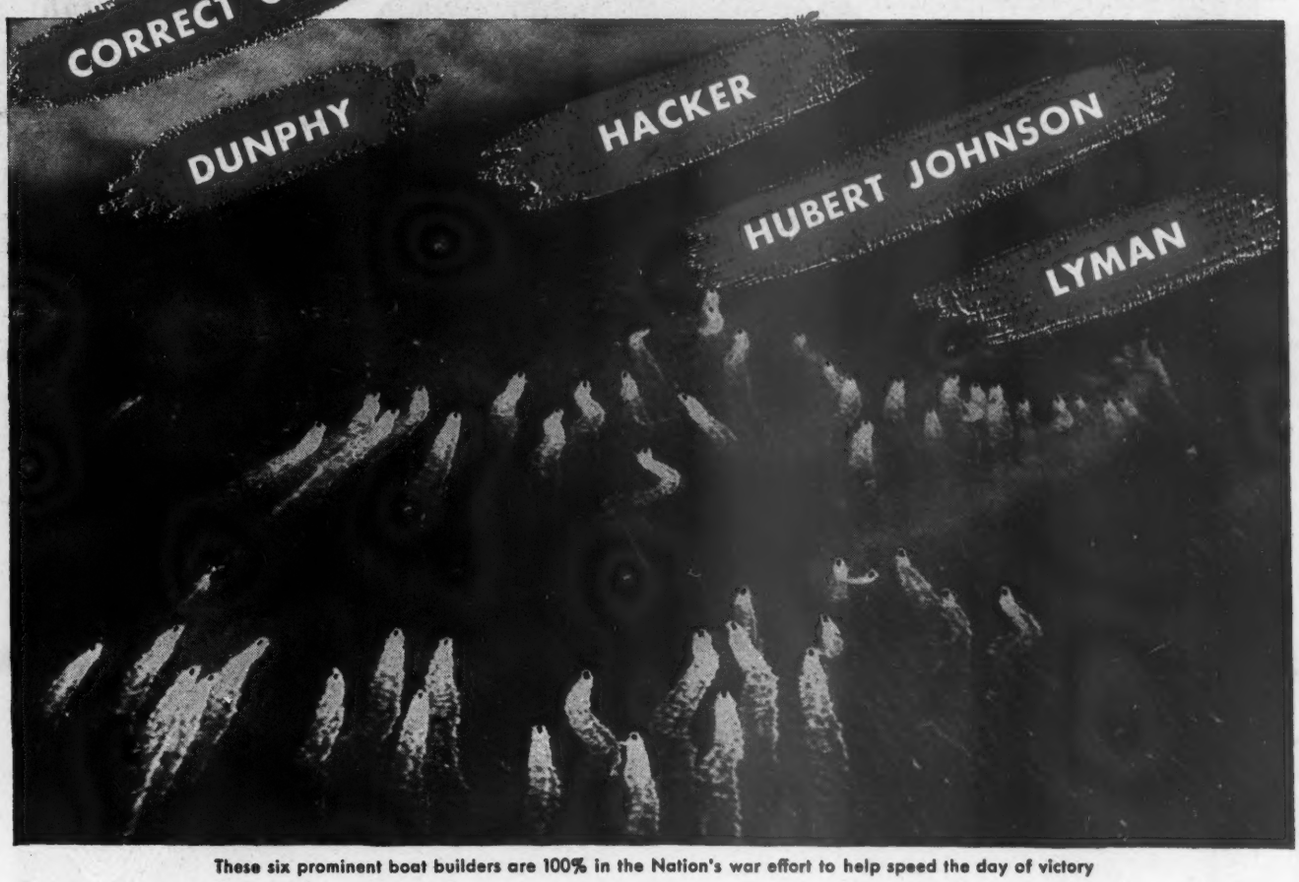
We are currently compiling a mailing list of all yachtsmen who want to receive our first post-war announcement and catalog. Names are pouring in from all over the nation.

If you want a copy when ready, write us today. Service men should include their home address.

THE MATTHEWS CO.
PORT CLINTON 2 • OHIO

"Wherever you cruise . . . you'll find a Matthews"

IN-FIGHTERS



These six prominent boat builders are 100% in the Nation's war effort to help speed the day of victory

SEEN from the air, America's famous shallow-draft landing craft look for all the world like water bugs. They are tough, sturdy boats that skim at top speed over reef-filled shoal waters . . . right up to enemy beaches.

These "in-fighters" are being supplied to the Armed Forces by the very builders who, before Pearl Harbor, supplied our yachts, cruisers, runabouts, motor sailers.

As an aid to reliable engine performance under these combat conditions, leading boat and engine builders break-in and conduct trials with TEXACO.

Texaco Marine Motor Oil, for example, assures full power and fuel economy, by keeping engines clean, rings free, valves active, ports clear.

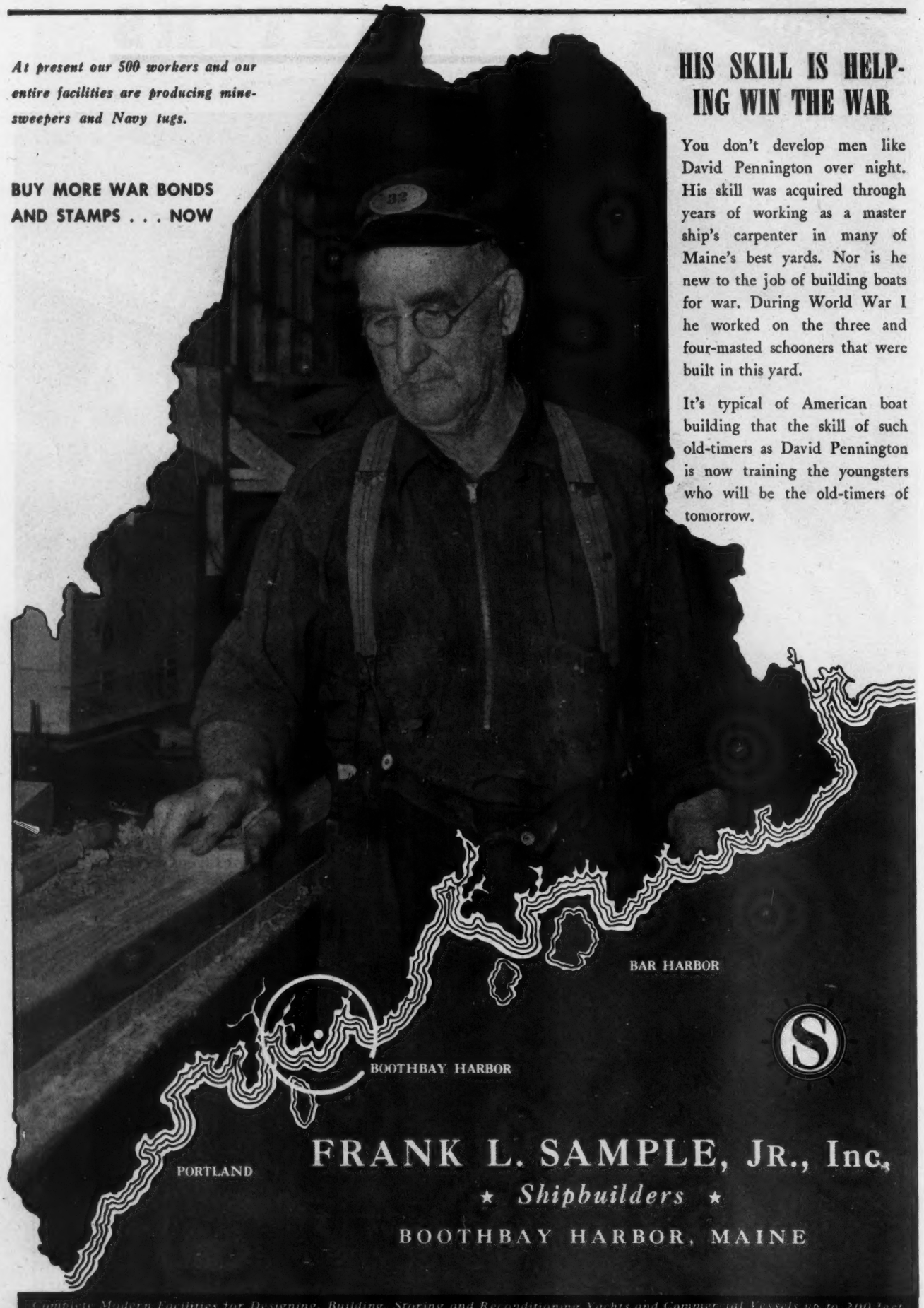
Texaco Marine Lubricants are used by the Army, Navy, Coast Guard, U. S. Engineers, and by a majority of operators of WSA vessels.

Texaco Waterfront Dealers are everywhere. Call upon them freely. The Texas Company, *Marine Sales Division,* 135 East 42nd Street, New York 17, N. Y.

TUNE IN FRED ALLEN EVERY SUNDAY NIGHT—CBS

At present our 500 workers and our entire facilities are producing minesweepers and Navy tugs.

BUY MORE WAR BONDS AND STAMPS . . . NOW



HIS SKILL IS HELPING WIN THE WAR

You don't develop men like David Pennington over night. His skill was acquired through years of working as a master ship's carpenter in many of Maine's best yards. Nor is he new to the job of building boats for war. During World War I he worked on the three and four-masted schooners that were built in this yard.

It's typical of American boat building that the skill of such old-timers as David Pennington is now training the youngsters who will be the old-timers of tomorrow.

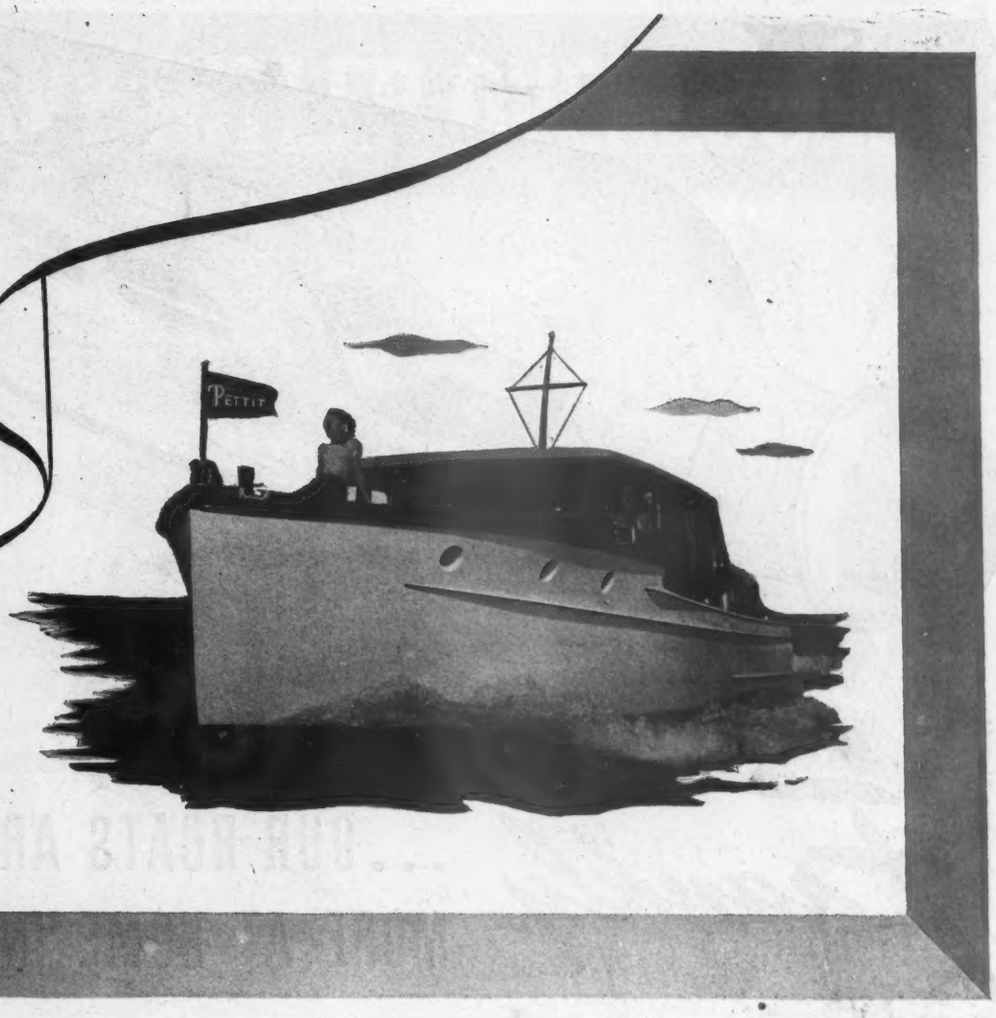
FRANK L. SAMPLE, JR., Inc.

★ *Shipbuilders* ★

BOOTHBAY HARBOR, MAINE

Complete Modern Facilities for Designing, Building, Storing and Reconditioning Yachts and Commercial Vessels up to 200 feet

Member of: Maine Boatbuilders and Repairers Association, *and* Atlantic Coast Boat Builders and Repairers Ass'n., Inc



PETTIT PAINT YOUR CRAFT TO NEW *Beauty*

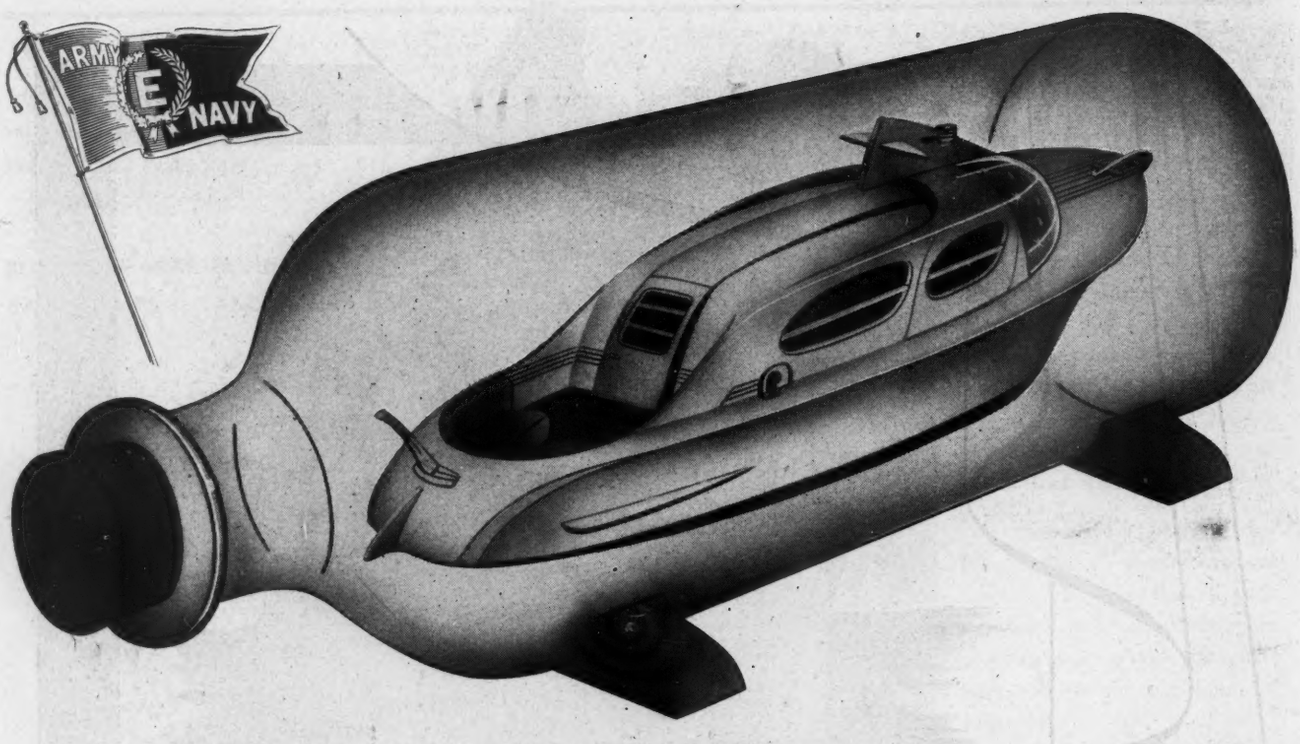
For brighter, finer textured paint surfaces that do not blister or fade — for that exquisite finish which captivates true boat lovers . . . Paint Pettit and add new beauty to your craft — beauty that is long-lasting protection against the elements.

So this year Paint Pettit. Whether you plan to use your boat or even if it remains in storage, instruct your service yard to follow these specifications:

★ **Bright Work:** Old Salem Spar Varnish
★ **Decks:** Pettit Shipendec Paint
★ **Hull:** Old Salem Yacht White
★ **Bottom:** Pettit Jersey City Copper Paint
or: Old Salem Copper Bronze
★ **Details:** Pettit Special Marine Finishes
★ ***Result: Exciting new long-lasting beauty.***

PAINT **PETTIT** SINCE 1861
AND SEE WHAT SERVICE MEANS

PETTIT PAINT CO., INC., 507-519 MAIN STREET, BELLEVILLE, N. J.



Frankly ...OUR BOATS ARE MUCH MORE AT HOME IN WATER

UNDOUBTEDLY, if we set our minds to it, our craftsmen could do a pretty fair job of building model boats inside of bottles—for we're a pretty versatile bunch! But frankly, our boats are much more at home in water than in bottles, so we lean towards the practical by designing and building boats capable of sailing the seven seas. Right now, of course, we're pretty busy building boats for Uncle Sam, but our sights are trained on America's future and our designers and engineers have some wonderful ideas about boats to come. Not just day dreams, but good, sound, practical ideas that already have found their way into plans for yachtsmen the country over . . . as well as into ships for war. Perhaps you too, have some ideas about your post-war boat that you'd like to talk over with us. It's none too early and we'd appreciate the opportunity of discussing them with you.

STURGEON BAY

SHIPBUILDING & DRY DOCK COMPANY • STURGEON BAY • WISCONSIN

Designers and Builders of Boats and Ships Since 1878

DESIGNING • BUILDING • REPAIRING OF POWER YACHTS • SAILING YACHTS • COMMERCIAL CRAFT • RIVER BOATS • TUGS

THE NAVY HITLER OVERLOOKED

Small craft saved an army at Dunkirk. They fought the subs along the Atlantic coast in the dark days of '42. They have carried on in a thousand jobs that count for Victory.

To their crews — and to the ace builders of their hulls and engines—Marine Products pays deserved tribute. And we are proud that Marine-engineered equipment has had a part in the gallant performance of "the navy Hitler overlooked."

During the war we have built pumps, clutch and throttle controls and other equipment for landing boats, tugs, fishing and patrol craft. We have built the best — and our research engineers are constantly at work to make it even better.

Marine Products invites the industry to make full use of its engineering staff and laboratory facilities in the planning of finer, stauncher equipment for tomorrow.

MARINE PRODUCTS CO.

6636 CHARLEVOIX AVE. DETROIT 7, MICHIGAN

KEEP 'EM FLOATING!

Marine Products Pumps . . . Several series ranging in capacity from 40 g.p.m. to 250 g.p.m. The sea is no place for puny, unstreamlined flows that falter over sand, grease or debris—including fish scales.

Marine Products Throttle and Clutch Controls. Easy, responsive, positive control is a first requirement for all small craft. No place for laborious installations — outmoded linkages — distortion, binding or lost motion.

MARINE ENGINEERED EQUIPMENT

John G. Alden

Naval Architect

131 State St., Boston, Mass.

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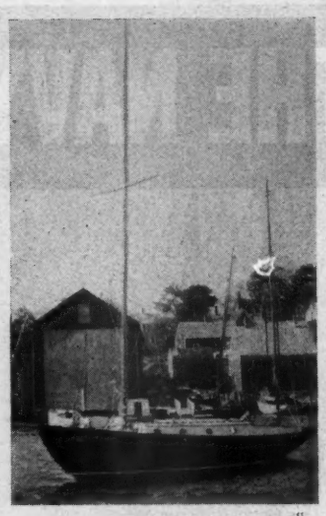
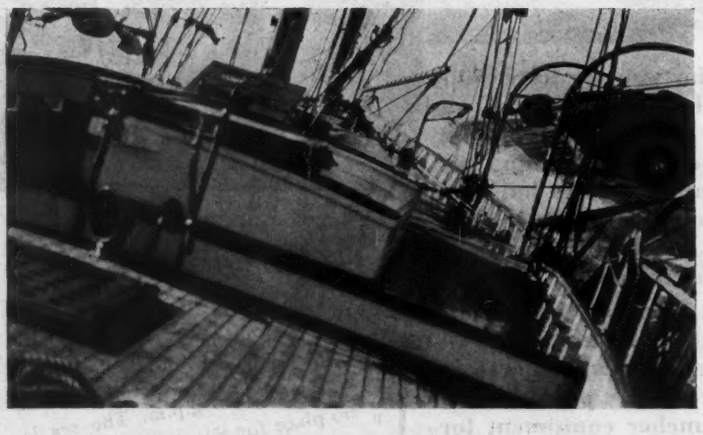
No. 2594 — Able, seagoing schooner, 55′ 4″ overall, 42′ water line, 14′ 3″ beam, 7′ 6″ draft. Hand design, able to go anywhere with comfort. Has just been surveyed, in A-1 shape. 40 h.p. Lathrop motor, new cylinder block 1943. Sleeps six to seven in two cabins aft. Two owner's toilets, new galley 1943, two berths in forecastle, fine equipment mostly new. Ideal boat for long voyage, plainly finished, easily handled by small crew. Lower cut shows deck view. Laid up near New York, price $9,800.

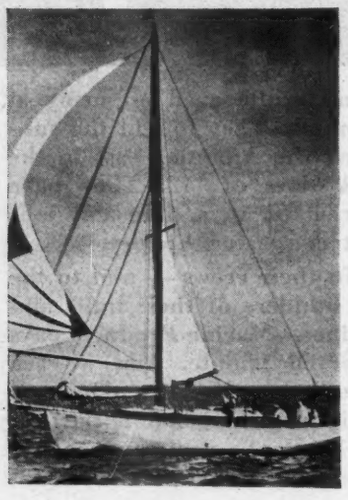
No. 5427 — 54′ water line double mahogany planked yawl, 80′ overall, 14′ 3″ beam, 10′ draft. Outside lead ballast, snug yawl rig. Refitted 1937 at cost of over $20,000. Superior four-cylinder Diesel motor located amidships hardly used. New interior by Lawley 1937, finished in Old English oak, with large fireplace in cabin. Has large double stateroom, large single stateroom, two owner's toilets, very large galley, roomy forecastle. Rig all inboard, can be handled by very small crew. In most perfect condition with Ratsey sails hardly used. Laid up near Boston, price $15,000.

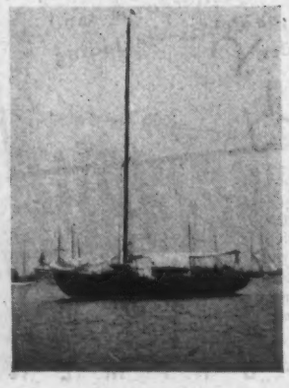


No. 510 — One of the best of our cruising yawls, built by Goudy & Stevens, 1931. Universal four-cylinder motor new 1939. 37′ 6″ x 27′ 6″ x 10′ 3″ x 5′ 9″, has 6′ 3″ headroom. Mahogany planking. Large galley with berth forward, roomy toilet, very large cabin with four berths. Boat has been completely reconditioned. Price $5,450.

No. 598 — Able cruising cutter, 33′ x 29′ x 11′ x 5′, our design 1935. 1939 Gray motor, boat not used since 1931. Very roomy, fast, and easily handled. Separate motor compartment, large cockpit, galley aft, double stateroom forward, toilet amidships. On account of generous beam has more elbow room than usual. Bargain at $4,000.

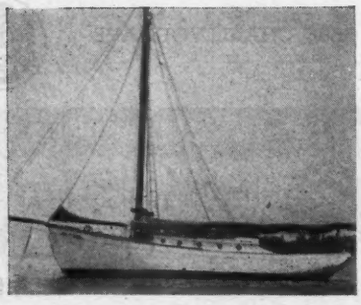






No. 616 — Attractive cruising cutter, 37′ x 28′ x 10′ 6″ x 5′ 3″, our design, built 1936. Four-cylinder Gray motor, Philippine mahogany planking. Sails used one summer, most rigging never used. Most desirable fast cruiser, has always had best of care, not used since fall of 1941, passed strict survey at that time. Large double stateroom, toilet amidships, cabin sleeps, two with galley aft. Steers with wheel. Moderately priced at $5,500.

No. 3303 — One of the ablest cruising cutters afloat, 42′ x 36′ x 13′ 6″ x 7′ 6″. Inside ballast, 50 h.p. Gray motor now out of boat being thoroughly overhauled. Has large double stateroom, cabin sleeps four, large separate galley aft, numerous lockers, etc. Heavily built with fair turn of speed. Location Maine. We believe this boat to be thoroughly sound, price low at $3,300.



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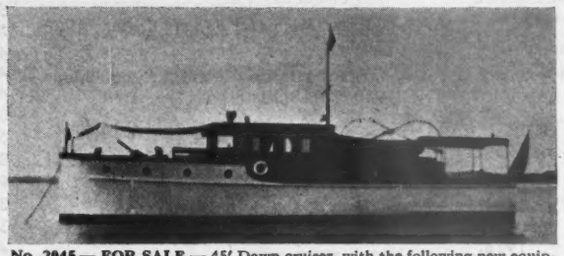

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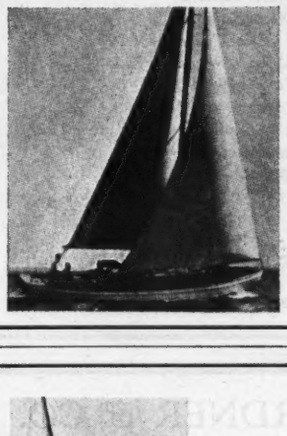

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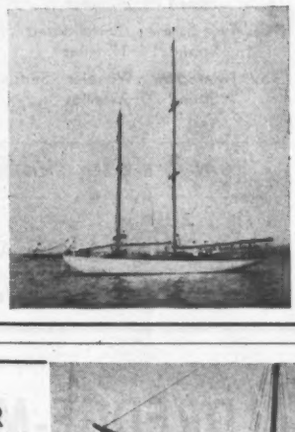

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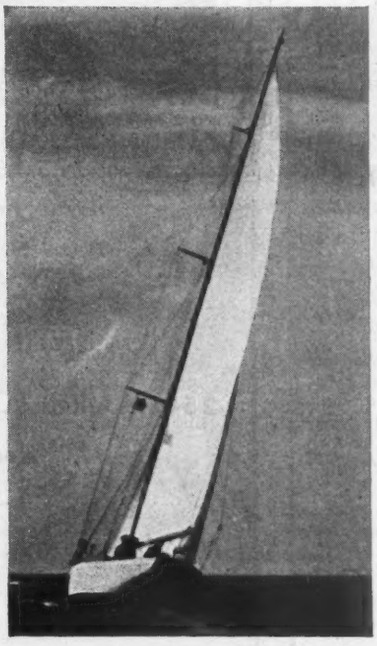

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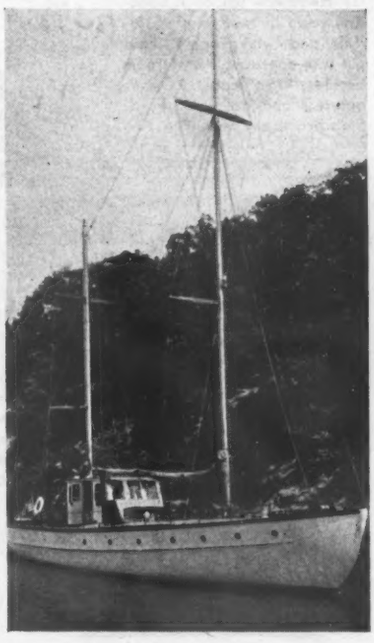

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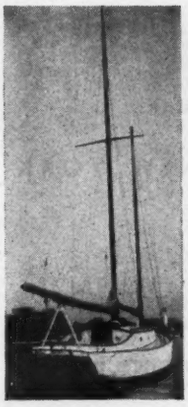

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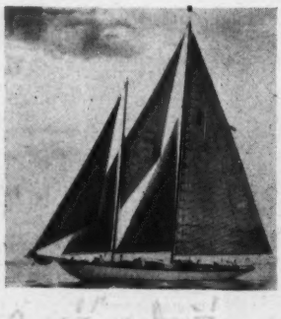

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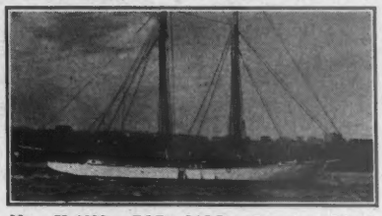

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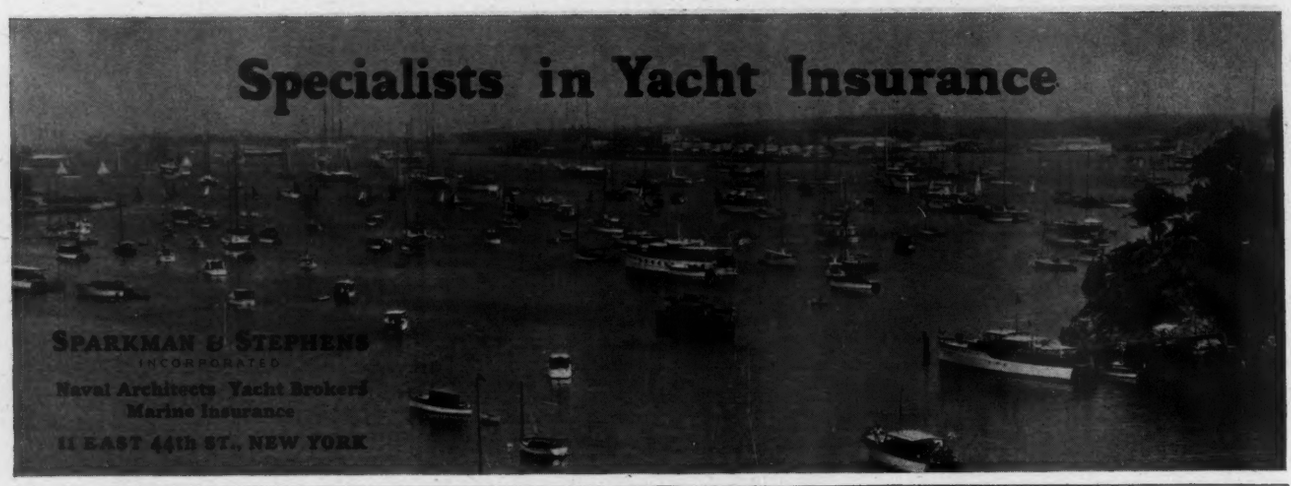

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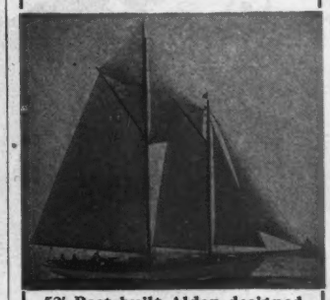

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VOL. LXXV JUNE, 1944 NO. 6

THOUGHTS FOR THE SKIPPER

THE MONTH of June raises the long-anticipated curtain on what gives every indication of being the most active yachting season since the beginning of the war. During the past weeks there have been unmistakable signs which give convincing weight to this prophecy: racing calendars are not only varied but full to bursting; used boats (if they can be found) are fetching unheard of prices; embryo yachtsmen are multiplying like flies; few are the yacht clubs which aren't bedecked with new coats of paint; and rare is the skipper who is not making ambitious plans for a real summer afloat.

Not the least of the inducements to the yachtsman who has been "on the beach" for the past year or two has been the modification of operating restrictions in many parts of the country and the assurance (at the present writing) that a modest gas allowance will be permitted during the coming months. For both of these blessings we can but be grateful. But, in the same token, it seems to us that this season it is essential — as never before — that each and every skipper abides by the spirit as well as the letter of those directives which regulate the pleasure boat owner.

A case in point is the matter of gasoline. There is no need of beating around the bush; the point is that there has been, and will continue to be, an appreciable amount of "black market" gas which will find its way afloat. Many skippers purchase this contraband product innocently . . . and some do not. But, whatever may be the circumstances of its coming into use, it remains that the more illegal gas is used the greater the danger there will be of the O.P.A. taking drastic steps to correct the matter. The easiest way for them to do so would be to halt abruptly the issuance of gas coupons to boat owners. It is, therefore, to the advantage of all yachtsmen, individually, collectively and patriotically, to stamp out the gas bootlegger by having no dealings with him.

There is another editorial item on this season's agenda. During the past winter, hours and hours of yachting association meetings have been taken up with the discussion of the lack of crews and its resulting complications. Yet isn't there a solution in the form of the many youngsters, girls as well as boys, who would give their right arms to come aboard? They probably wouldn't win any prizes tending sheets, nor could they handle the tiller when the wind is blowing all of the water out of the bay, but they would prove (as many have) to be astonishingly able shipmates.

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IN THE WIND

▶ Lt. Bob (*Choo-choo*) Train, the greatest end Yale has had since Frank Hinkey, is in command of a training ship. . . . Recently an inspecting officer was putting the men through their paces, Choo-choo told me the other day, and he asked a Negro mess attendant to take a bearing of a ship off the port beam. . . . He did so correctly. . . . Then the officer told him to do the same thing on the starboard side. . . . "Sorry, suh," said the darky, "but I ain't so good on that side. . . ."

▶ Lt. Jack Turner, at present stationed in Baltimore, told me a yarn about a callow supply officer who ordered a seaman to pick up a coil of rope and toss it onto a truck. . . . "Excuse me, sir," said the sailor apologetically, "but that coil weighs 1600 pounds. . . ."

TRIBUTE

Rum Dum is the best-sailed dinghy
Though winds be wintry, warm or springy. . . .
Which gives you an idea of what fun
Is enjoyed by the couple Sutphen. . . .
— *Caleb Bilgewasser*

▶ A whimsical friend of mine noted for his sporting proclivities, and a distinguished veteran of the last war (he had his monocle shot from under him at Zelli's), has written me a strong communiqué on the subject of fish. . . . Says he, "My pet hate is an overstuffed fish, one of those ghastly examples of the taxidermist's skill which passionate anglers present to their clubs or hang on the walls of their domiciles. . . . I personally love to catch the glorious silver- blue- and gold-hued denizens of the deep that swim so gracefully in the Gulf Stream where it is frequently dusty, but I am infuriated to see a domestic dusting around a dead fish on a plaque in somebody's den or favorite club. . . . To see a menial plying a feather duster around some noble tarpon or sailfish which in life was a thing of lovely grace and iridescent splendor, is extremely nauseating to me. . . . This is a nuisance which should be abated. . . . Do you suppose there would be any use in my writing Park Commissioner Moses? . . . I noted with interest his correspondence with Mrs. Gristede over the city parks which she claimed were overstuffed with refuse — see the connection? . . . Anyway, I trust you will give this letter of mine publicity in your magnificent column, which reminds me of an old ruin I once saw in Italy — and I don't mean Mussolini. . . ."

(Signed) *Abercrumby Fitch*,
D.S.C., C.O.D.

▶ The correspondence from my friend who is allergic to "overstuffed fish" brings to mind the curious case of the maid who pilfered $4500 from her employers and claimed she cached the money under a swordfish in the basement of the Museum of Natural History. . . . Asked by the police why she chose such an unusual hiding place for her ill-gotten gains she replied, equably: "Because that's my favorite fish."

▶ Recently I encountered the amiable Pete Rowland (currently Lieut. Comdr., USNR), who fought the Battle of the Government Landing at Newport with me in the early phases of the last Fight for Freedom. . . . He's at Norfolk, now, and reported that Alf Loomis was standing by there, hopefully expecting orders to report to "an Advanced Base. . . ."

Russel ("Pop") Corey, boasting a brand-new-set of teeth and also possessed of a practically perfect fitness report for his gallant service in South America, is en route to the South Pacific area. . . .

These erstwhile yachtsmen certainly get around. . . .

▶ Larry Noyes, who sailed to the Pacific some years ago in the topsail schooner yacht *Cressida*, has submitted the following bathtub sonnet or chantey yclept

PRIPET

Stalin thinsk
He's put the jinsk
On Pinsk, Minsk and Dvinsk . . .
(chorus)
Lwow, Lwow, Lwow!

▶ A man I know has some delightful plans for living after the war. . . . He confided them to me with complete confidence in their eventual expression. . . . He said he was going to have a 45-foot auxiliary cruiser built to his own specifications — and that he would then spend his summers in Northern waters and his winters in such places as Palm Beach, Nassau, Miami — even Bermuda if he felt like it. . . . The boat, he said, would have a shower, two double staterooms, *a small dining saloon*, a couple of extra berths. . . . He would have her rigged so that he could handle her alone. . . . "I don't expect her to be particularly fast," he added. . . . "I expect the twin Diesels I'll put into her will give her around *15 knots*. . . . That's plenty of speed for me. . . ."

I looked at him with awe rather than surprise, and quietly stole away, murmuring as I went that I wished him luck. . . .

I also wish I knew a naval architect bold enough to undertake the design of this dream ship. . . . Or am *I* nuts? . . .

▶ I'm happy to report that another luminary of the yachting world, Lieut. Comdr. Gordon Raymond, USNR, has been awarded the Legion of Merit for his "brilliant direction" of tank landing craft along the shores of Sicily under fire. . . . "Noisy" was in command of an LCT flotilla in the Sicilian campaign. . . .

— TELLTALE

Cautious Conrad Helps a Friend

SO I SAID TO MY FRIEND, "DON'T WASTE YOUR MONEY ON NAVAL ARCHITECTS - I'LL DESIGN YOU A YACHT FREE" - HE TOOK MY ADVICE AND TODAY IS THE LAUNCHING
GEE, YOU'RE WONDERFUL
SKLIX!
DICKY BIRD
FRONT END
I CHRISTEN THEE 'DISMAY'
H'M, M, M, M, M, M, I'D SAY SHE'S A TRIFLE OVER HER LINES
DARRELL McCLURE

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"DEVIL BOATS" is at a nearby theatre now, or will be shortly. Don't miss it.

"THE BOAT BEHIND THE HEADLINES" ... Elco PT

Elco Naval Division, ELECTRIC BOAT COMPANY, Bayonne, New Jersey

Under the Lee of the Longboat.

By SPUN YARN

IN THE three years that I have now been in the Service I have done a certain amount of recruiting, have swept a few thousand miles for mines, and have stood by for orders over a measurable period of time. Being now on my way to a foreign port, I look back and survey my accomplishments and conclude that if there's one thing I've done well it has been to collect a file of interesting letters from blokes whose ways have parted from mine. Excerpts from some of these have already graced these columns; and now because I'm short of time and original ideas I draw on the sayings of a couple of skippers named Bill to prove that command of language and command of combatant ships are not mutually exclusive.

The first quotation, from the captain of a new 2200-tonner, needs no introductory remarks of mine: "We hit the Gulf of Maine making 20 knots, and it certainly was a great feeling to have the ship come alive under my feet. I could have set course for Panama and the South Pacific at that time and felt very happy about it. A few minutes of steaming in the Gulf were enough to let our DD's know that there was a new dog in the area, for one battle-scarred destroyer came charging down on us at about 30 knots, paralleled us on opposite course, looked us over in a stiff-legged manner, decided we were friendly, cut sharp under our stern, took a few sniffs and dashed away on her assigned mission."

The quotable part of the letter from the other Captain Bill goes thus: "Well. New month. New country. Same letter. The foregoing was interrupted by orders to take a small naval vessel around to a port which, for want of a better name, I shall call St. Johns. She had never been to sea, and so we had to be navigational guide as well as escort. I would have been pleased just to get my own ship there without any other responsibilities, but it took quite a bit of shepherding. He didn't have any fancy gear and steered by a magnetic compass. ("He" being a Warrant Bos'n whose other watch officer was a Chief Machinist's Mate.) They had a sublime faith in our radar, giving it, I believe, the properties of a magnet. A change of course struck them as a most unorthodox procedure, so that the better part of an hour was spent each time we had to get them set in a new groove.

"Came darkness and, as a result of some mechanical trouble, we lost them completely. It seemed to me that it would have been a sort of hollow victory to turn up in port at the completion of my first escort mission without my charge. In daylight, as I was about to give up and turn in my buttons, the little black beast chugged into sight and we breezed into town.

"After they discharged their cargo we left for our home port, luring them along successfully that time in our rôle of seeing-eye dog. Getting in at nine in the morning, we were told to be ready to join a convoy leaving for the North Country at noon the next day. Scurrying was in order, but we made it.

"We were now in the comfortable position of being able to navigate by blinker if need be, but we worked diligently on sun and stars. Often we approximated our position but, as we made our landfall in snow and fog and had to thread our way through a lumbering ice pack, I was glad that there were more experienced heads than mine leading the way. We had no real storms on the passage but 'the sea that bares her bosom to the moon' proved to be a voluptuous old bitch. If the waves were not marshalled by a dictating breeze they bounced around in a hugger-mugger fashion that left us riding with the serenity of a pogo stick. Anyway, here we are. Mail doesn't come or go often, but I have received one letter already. That was yours of November 1st. That's the nice thing about it here: we might get mail any time — particularly after a field day at the post office."

Mr. A. N. Longfellow, of the yawl *Fortune* — by the way, do you remember the time when it wasn't at all unusual to get a letter written on yacht stationery? — writes to outline a method of counting seconds observed out on the China Station many years ago. It appears that when the flagship of our fleet was standing by to fire a salute at three-second intervals to a British squadron approaching a promontory in Chefoo the ensign in charge discovered that the stop watch had been left on the bridge. All would have been lost if it had not been for the counting technique of an oldtime Chief Bos'n who instructed the men at the lanyards to fire with the drop of his hand. Word was passed to start the salute and the Bos'n's semi-audible counting went like this:

"Pitch and roll, gosh durn your soul —
And the port side — FIRE!

"Roll and pitch, you son of a —
And the starboard side — FIRE!"

And, according to the namesake of the poet, when the stop watch arrived along about the tenth gun, it was of use only to check with the Bos'n. Try it yourselves, gentlemen, and you will find that the count is exactly three seconds.

FROM GLORY TO GLORY

The Odyssey of Greece

The Axis should have known. Cruelty and treachery could never really conquer the land which gave democracy birth. Nor the sons of those old Greek warriors, whose zeal to be known as heroes, led them to become the world's first great sea explorers.

Landsmen they were at first, who had no word for *sea* or *paddle*. But driven by incurable curiosity, they mastered geography and wind lore, gave to the seafaring world light, built-up boats and triremes . . . and to all humanity enduring patterns of culture and liberal thought.

Today again the world pays homage to Greek heroes. Fighting with the fury of free men unjustly attacked, they have bridged all the lost centuries, and restored for all the world "the glory that was Greece".

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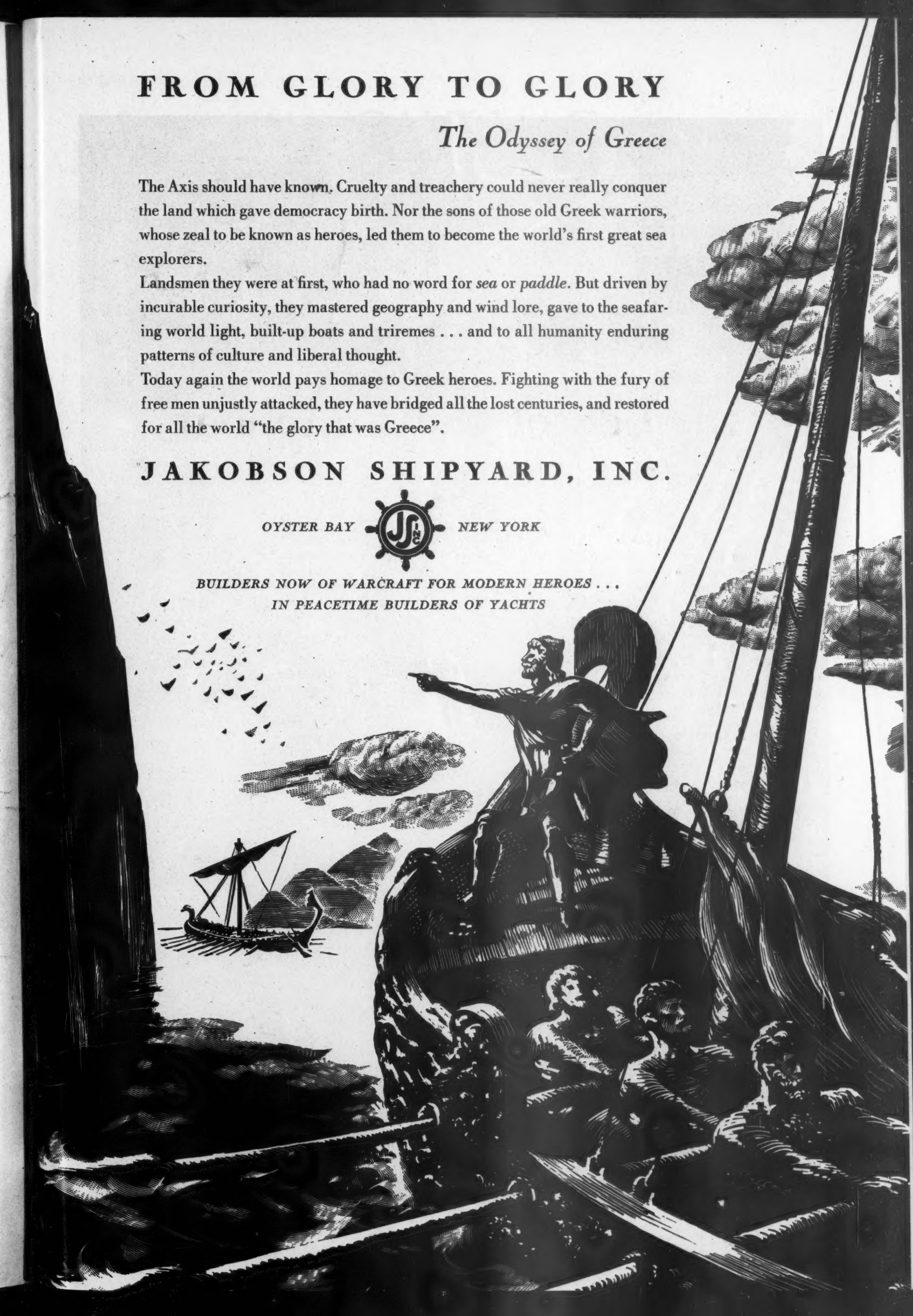


One of the most beautiful harbors in the island-dotted waters of North Channel is the snug anchorage at Benjamin. It has long been a favorite rendezvous for cruising yachtsmen. R. D. Tyrrell Photo

YACHTING

Volume LXXV JUNE + 1944 Number 6

It was utter peace. We liked swinging gently at anchor. We liked the wind's lullaby in the rigging. Here is the pool at the head of Bay Finn, with the mountains rising up from the deep blue water

NORTH CHANNEL NOSTALGIA

Or, Why Men Should Take Women Cruising

By JOSEPHINE WUNSCH

PUSHING a lawn mower on an April afternoon in Detroit may not appear to have much connection with a summer vacation cruising, swimming and fish-frying in Georgian Bay. Actually one leads to the other as surely as casting the lines off the bollards at Arnold's Dock under old Fort Mackinac starts you down the North Channel.

It was the first warm day last spring — fitting out time — and I kissed my husband goodby for that week-end, and the next and the next. He had to whip *Minx* into shape for the Mills, the Mackinac, and all the other summer races. The *Minx* is a New York "30," a sloop now marconi rigged and still in excellent condition despite the fact that she is an old lady of forty.

While Eddie sanded and varnished down at Bayview that April Sunday, I stayed home working the business end of a spade. I was pretty griped. I had the house and baby Kay. Wasn't the yard and the Victory Garden the least he could do? A friend stopped by. She wore a print frock, high heels and lipstick. Her husband (who at one time sailed with Eddie but now, spliced, has turned into an Ideal Husband) stood at her side. She said, "It's simply awful the way Eddie leaves you flat every Sunday. Can't you make him stay home?"

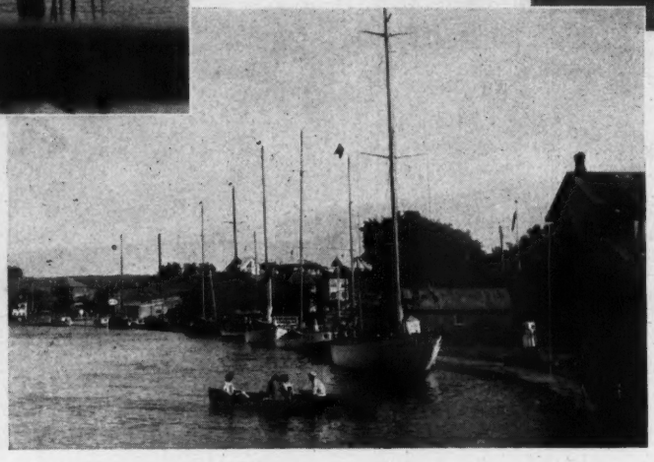
I jibed over. All of a sudden I knew why I let him go every week-end; why I was willing, even if I groused a bit, to do his work around the yard.

"It's this way. We plan to spend two whole weeks together in Georgian Bay. I couldn't go if he didn't fit out the boat. We can't afford to have anyone else fit her out and this year no one seems to have time to help him (a dirty dig, I hope) so he has to do the job himself. That means I have to pinch-hit for him around here."

Like Aesop, right here and now let me point out the moral of this little tale. If only husbands shared the *fun* of the boat with their wives instead of giving them just the *grief* (gone every week-end, late for dinner, too tired Saturday night to have company in or go out), I bet the wives would back up their husbands 100 per cent — well — anyway 50 — in this business of sailing. Many men think women are born with a never-to-be-overcome aversion to the sea. This is not so. Women, I believe, would take to the water with the same avidity that they take to afternoon bridge, if given the opportunity. But, since they are usually excluded from ship doings, they determine to lure their sailormen back into the home.

There are several things wives — if invited — can do aboard and ashore that men can't or won't do. Even the most hard-bitten, woman-hating old salt must admit that it is quite a break in these war-busy days to find someone who is willing to take over the buying, especially when that someone understands the A, B, and C of ration points. Women know how to ferret out bargains to keep down the budget; to plan menus with vitamins as well as starch to keep up energy. Then, too,

Left, we went through Little Detroit Passage. The "equipment" on the starboard shrouds is partridge for supper. Right, Strawberry Island Light on Manitoulin Island. Bottom, Little Current has a nautical "Main Street"



women think of things that never occur to men. What sailor ever considered putting a clean dish towel aboard?

Once the *femmes* are included for even part of the trip, they will go enthusiastic over the whole show. They will plan, prepare, bake and fry, sacrifice their last jar of preserves, their last ration points for the crew. All this coöperation is in direct contrast to their former attitude of, "Take my husband if you must but leave me his ration book."

Another advantage of including the little woman is that she can travel heavy while the ship travels light, when on the race. She will tote duffles and suitcases, canoe paddles and coats on the train merely for the privilege of sharing in the fun of the ensuing cruise when the race is finished. It is the least she can do to help out and, of course, now that she is to witness the finish, it is suddenly important that *his* ship comes in, banners flying.

Naturally, women should be on hand to celebrate the end of the race. If the ship wins, that calls for rum, women and song. If the ship loses, it still calls for rum, women and song. Then there are practical reasons. The boats are far from shipshape when they pull into the dock after a Mackinac race with a three-day collection of wet clothes and unwashed dishes cluttering up the cabin. The housewife, properly shocked, takes over where the men left off three days before.

The question might then be asked why any girl is willing to spend a long hard workaday, workanight, workallthetime spring so she can go along on a trip that in many ways calls for more drubbing and certainly a fair amount of roughing it. Well, I had last summer's cruise to thank for a swell hangover of good health and energy, and a tan so deep that for months afterwards I did not have to wear stockings or leg make-up. "A good time" falls short of saying it. Perhaps it is the closeness to the people you meet en route (somehow you seem to get to know even your husband better), perhaps it is the nights that are incredibly beautiful with stars nearer to the horizon and brighter than city stars, perhaps it is the fact that time has lost its meaning and you live by the mood and not the hour, that makes those days in Georgian Bay so memorable.

There were a lot of high spots in last year's cruise. Here are a few that come back to me with clarity, and often a laugh, as I go through the routine of cooking and dishwashing and shoving a bottle in the baby's mouth.

As far as we women were concerned, the cruise started the day last spring when the men hemmed and hawed and invited us in a most uncordial manner to go along. Well, anyway, it was an invitation. We accepted with pleasure before they could change their minds. Betty Prendergast clinched the deal by volunteering to help with provisioning; it was agreed instantly to let her take entire charge of supplies. Stocking up for two weeks was a major undertaking (our Canadian ration books, as it turned out, were more liberal than anticipated) but at least the knotty problems of what to stow, what to ship, tentative menus, who could contribute what from her fruit room stores, made grand excuses for many hilarious get-togethers during the late spring months. Looking back on it, the week of the Mackinac Race was a mad merry-go-round of packing and cooking and *Minx* started out on the long haul to Mackinac with a full larder, including six fried chickens and a whole ham done by the girls.

It will be a long, long time before I forget the finish of that race. We were crossing from the mainland when the fleet came sliding around Round Island, spinnakers puffed out like giant white kites. The breeze was sharp. It actually felt good to shiver after the weeks we had spent in heat-baked, lifeless city air. Every time we recognized *The Boat* we hurrahed and jumped up and down like a bunch of zoot-suited jivers. I say "every time" because we were wrong again . . . and again. When she finally did show up, there was a wonderful post mortem party aboard with the crew unanimously agreeing: "We would have won *if*."

The second day on the island was a far cry from such mundane things as dishes and dusting and doorbelling. The day dawned (about noon) with a Moose milk party aboard *Minx*. Moose milk is part milk, part rum, I guess. Everyone came. Everyone looked at everyone else and said: "Don't people have fun!" Our Army captain came back with, "You just don't know. I'd almost forgotten what fun is like."

We got off on our cruise to such a late start Wednesday that it was impossible to make Harbor Island. But, in the North Channel and Georgian Bay, if you fall short of your destination, a chart, a leadline and a pioneer spirit will introduce you to a new cove. We ducked into

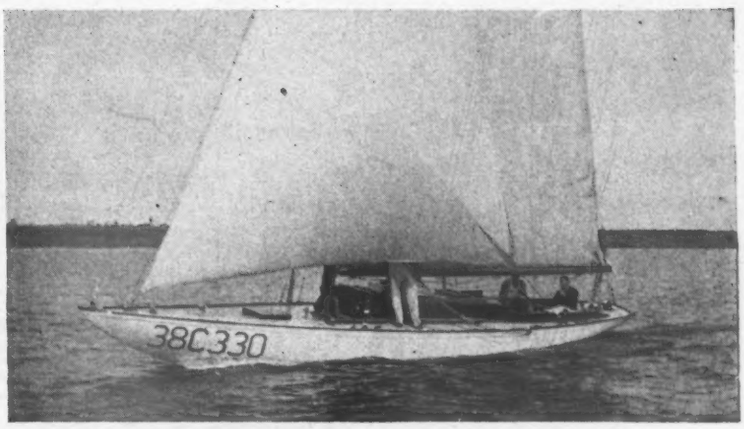
Coryell, a neat inlet at the east end of Les Cheneaux and after dinner sat on deck listening to the radio and watching shooting stars. Utter peace. I think we were all glad to be away from Mackinac. Oh, yes, life ashore had been fun but we were tired of whooping it up. We were tired of too many people and too much noise. We were ready, even anxious for this quiet and intimate life. We liked swinging gently at anchor. We liked the wind's lullaby in the rigging.

We never were early-to-bedders or early-get-uppers. If we were to have made that wonderfully protected fisherman's "Shangri-la" known as Turnbull Island on Thursday night as originally scheduled, we should have risen with the sun or pushed a bit harder. As things went, it was eight o'clock when we were opposite Mississagi Island with at least an hour to go before we hit Turnbull. So we entered into a quick huddle, or rather shouting bout, with "Stu" Rackham in *Sonata*. He had chartered her for the summer and had tagged along with us in friendly Georgian Bay fashion all afternoon. Mississagi won out. It was a pretty enough cove with a lighthouse on the Island, but hardly comparable to Turnbull. It proved only seven to eight feet deep (we draw almost seven) and open to the east, so that if the wind had shifted eastward we would have had to duck into Blind River, on the mainland, for the night. No shifting wind, however. No nothing. After a spaghetti dinner of prewar proportions we slept the deep sleep of the wilderness.

Friday was a wonderful day. In the first place, "Doc," who was always up before the rest of us, had started breakfast and insisted that I eat in bed or, should I say, "in bunk." The first time for such luxury since I've been married.

Friday we passed through the fascinating Whalesback Channel with its series of rocky islands that some glacier moulded into realistic shapes — as clean a job as a cooky cutter. Turtle Rock is complete even to the upraised flipper. The water through here is black, no doubt because of the rocky bottom. We bore off to the south at Passage Island and went through Little Detroit Passage — so difficult to see at a distance, so wild, so narrow, that it suddenly brought us close in spirit to those early explorers of the Great Lakes, Jean Nicolet, Etienne Brule and the others, who traveled the "big sea waters" in birch canoes.

Both North Channel and Georgian Bay are favorite cruising grounds for Lake Huron and Lake Michigan skippers



"Minx" is a New York "30," now Marconi rigged and still in excellent condition despite the fact that she is an old lady of forty

We slid down McBean Channel and turned north at Bald Rock into McBean Inlet, swinging west for an anchorage. This is a perfect harbor, deep, well protected and ruggedly beautiful. I can still see the smoke drifting out of the cabins on the mountainous shore, the year 'round homes of the Southwinds tribe. The Indian boys brought us pails of blueberries and cleaned our fish (no one was able to teach them to fillet them, however).

That night we tied up to *Sonata*. Already we were feeling rested. A party was inevitable. Ted started it off when he hoisted a cocktail flag. François, who nonprofessionally is Frank Lemmer of the Coast Guard, responded by bringing over the fanciest hors d'oeuvres ever turned out in a galley. It was a great party with no neighbors to annoy, no babies to wake and, after all, if one did get a little high, he just jumped overboard into the cold clear water which had a remarkably cooling effect.

Saturday night all the boats, no matter what route they chose getting there, ended up in Little Current. We did our marketing, our icing up, our customs and other business first, which was the smartest thing ever because the sidewalks are rolled up and the stores are shut on Sunday. These days when I serve creamed eggs for dinner, Eddie and I sigh a little, remembering those steaks we got in Little Current. But there is more than beef in that Manitoulin town. Along with all the other crews we pawed over the marvelous woolen stocks at Grant Turner's and uncovered such bonanzas as all-wool baby blankets and Jaeger polo coats for a song, plus a bit of Mex. If you don't think any girl wouldn't mow the White House lawn in return for half an hour in Turner's — well, you just don't know women.

But Little Current is "city stuff." Best of all were the three days we spent in Marianna Bay, that cove behind St. James Island in Bay Finn. The mountains rose from deep blue water. The more ambitious of our crew actually climbed to the topmost peak where the wind blows incessantly and you can scan the whole of McGregor Bay and sleeve-shaped Bay Finn 'way down to the Turning Basin. Someone suggested going down to the

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Our entry into New London's crowded harbor was not what had been planned. The first blow was my sister's greeting when passing my father's steam yacht. Her remarks had something to do with a "tub"

COLLEGE YACHTING IN THE GAY NINETIES

By C. SHERMAN HOYT

WHILE the activities of the Intercollegiate Y.R.A. are somewhat curtailed by the war effort and, in common with other university sports, cannot be pursued in the orderly and systematized manner prevalent a few years back, yet those accustomed to standardized college classes and well-run regattas may be amused at some of my reminiscences of college yachting in the gay nineties and at the turn of the century.

It was not strange that those of us who were interested in yachting per se, and others while not so nautically inclined but attracted by those gatherings, celebrations and parties which always seem to be associated with the sport, should have formed quite active yacht clubs at Harvard, Yale, and Brown. We had lots of fun but races were seldom held by the individual clubs and there was no such thing as any association or any attempt at intercollegiate regattas.

My recollection is that at Cambridge, with many boats available from nearby yachting centers, they were able to pull off an occasional race; but at Providence in my day we never attempted anything that ambitious. Nor do I think they did at New Haven until the Yale Yacht Club a few years later, under Joe Thomas's energetic leadership became much more active. They acquired a small clubhouse at Morris Cove where light refreshments of the bacon and eggs or sausage type were obtainable (this was before the era of hamburgers and hot dogs) and where beer flowed freely. In the early nineteen hundreds they had the first college one-design class and held races. Unfortunately the type chosen was a small dory — for the uninitiated, always tricky to handle — and various accidents occurred culminating in a fatal drowning which put a damper on the racing activities.

All three clubs had by-laws of sorts and held regular meetings for the election of officers and to plan events. While racing was negligible we were pretty well organized for outings and celebrations, and at Providence in particular the main objective was a squadron cruise to New London for the Yale-Harvard boat races. Sometimes before the boat race, and usually afterwards, members of the three clubs joined in informal cruises to Shelter or Block Island and the stragglers generally disbanded at Newport. We usually managed to assemble quite respectable if heterogeneous fleets. Some prosperous fellows had their own craft, while others chartered or borrowed from trusting parents. They ranged in size from small cats and knockabouts to quite smart, sizeable sloops, yawls and schooners. No attempts were made to hold formal races on port-to-port runs but there was plenty of informal betting and a reasonable amount of competitive spirit was shown.

The Brown Yacht Club held meetings at fixed periods during the winter months. While largely devoted to the relating of boastful stories of past yachting feats, plans were laid for an early spring outing and for the cruise to New London immediately following commencement. The spring outing was always quite an event. Held usually on a chartered oyster boat or similar craft, much beer was consumed and a good time was had by all. At least we were afloat again and Narragansett Bay afforded many points of call for amusement or to replenish depleted supplies of refreshments. One such occasion resulted in one of my earliest clashes with the law. I had experienced little difficulty in purchasing a keg of beer in one of Newport's many waterfront places of cheer but suitable conveyance either was lacking or was too expensive and my attempt to roll the keg down the middle of Thames Street was most unreasonably objected to by a Newport policeman. Much argument and

some delay ensued until I was reinforced by a delegation sent by my commodore to see what had become of me and the club funds, and between us we managed to carry the keg until we were out of sight of the minion of the law, when keg rolling was again found more expeditious and less onerous.

In my sophomore year I was much flattered at an invitation from Pete Richmond to join him and two other seniors in a catboat he had chartered for the New London cruise. In all frankness I fear I was not included for my sophomoric charm but, because of a certain reputation achieved in Long Island Sound, I was invited as a useful hand to aid the skipper, since the other two, Wooden and Chopsey, as it developed, were anything but water-wise or experienced. Our craft was a large, overgrown, Narragansett Bay cat, the *Luciphine*, of Providence. We joined at East Greenwich and, dropping the skipper to attend a wedding at Warwick Neck, I was left in charge to take the ship to Newport. Troubles with my command at once developed. Utterly ignorant of the peculiarities of catboats, in a fresh nor'wester I was perturbed at my inability to keep *Luciphine* on any course approximating where I wanted to go. To relieve the helm I turned in a reef, followed by a second, then a third, and eventually shortened sail until nothing but the peak was left. My senior landlubber shipmates while most cheerful and full of suggestions, were of little physical help. Pretty well exhausted, after a slow trip in which we had most unwillingly tacked to leeward all over the Bay, I succeeded in coming to anchor in Newport Harbor. Soon thereafter, when using the huge outboard rudder as a boarding ladder after a swim, I discovered that the blade of the rudder had worked loose from the stock so that, save for slight resistance of the drift bolts, each time I altered course as we gathered way the rudder had trailed out dead astern regardless of what I did with the wheel in the deep cockpit.

Repairs effected, we proceeded in leisurely fashion to New Haven, at times in company with other boats of the Brown squadron with whom we had rendezvoused at Newport. There we joined up with some of the Yale fleet and eventually, via Shelter Island, got back to New London in time for the boat races.

As I remember, among outstanding events was a

My attempt to roll a beer keg down the middle of Newport's Thames Street was most unreasonably objected to by a policeman

After some difficulty we were ferried across to our yacht, which had gone "cruising" on her own. Luckily she had picked a berth on a comparatively decent beach

severe squall in Gardiners Bay, much to the dismay of Wooden and Chopsey, and a strenuous night following at Shelter Island. On landing we had discovered a summer hotel (long since departed) just opening for the season with a most friendly management glad to welcome collegians of apparent opulence as evidenced by possession of yachts.

Our entry into crowded New London Harbor the next day was not what had been planned, and led to temporary bitter feelings among our ship's company. The first blow was my sister's response to my hail when passing close aboard my father's steam yacht *Tide*. Our *Luciphine* had been freshly painted by her owner and was kept shipshape by her chartering crew, but after all she was an old-fashioned cat and not of the type with which my family were accustomed to associate me. Furthermore, her owner, mistrustful I suppose of the care she would receive at the hands of what he assumed to be irresponsible college youths, had substituted a none-too-clean and much patched mainsail for the good one we had expected to get, and we, all badly sunburned, were clad in miscellaneous bits of pajamas and other ragtag bits of clothing so that I fear we did not present a smart yachting appearance. My kid sister, entertaining a bevy of sub-debs, all dressed then — as they do now — fit to kill, did not exactly please my skipper when she replied to my repeated hail by a paraphrase on the then popular query of "where did you get that hat" by substituting "tub" for "hat."

This insult assumed minor importance in view of our next predicament. Before a fresh sou'wester we proceeded up the river to our rendezvous with others of the Brown fleet off the railroad station. Some of these were smart schooners or sloops with paid hands and our white-flannelled clubmates were loafing in luxury, far different from us in *Luciphine*, and made various remarks on our appearance with polite inquiry as to whose turn it was to wash the dishes, etc. Our skipper, a good seaman but now considerably irritated, decided to show how a boat should be brought to anchor. Our cat, never light on her helm, was to be assisted by my skilled manipulation of the main-sheet. Wooden was detailed to drop the hook and Chopsey was at the halliards, both warned to obey orders promptly. We wormed our way through the crowded anchorage well enough and were about to shoot for a promising berth when Pete, the Skipper, abandoning his quiet orders to me, shouted in true seaman-like tones, "let go the main-sheet." Whereupon Chopsey, who never had been able to distinguish between sheet and sail, let both halliards go on the run. The topping lift had not been properly

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A sequence of weather: Tropic and Polar airs lapping back and forth

1. Evening (February 3rd, 1943), looking toward the SW. The warm air entering; the next day it rained

2. Dawn of the third day (February 5th), looking SE. The warm air being driven off to the SE by cold air from the NW

3. Evening of the third day (February 5th), looking toward the SW. Warm air again entering; that night it rained

SEEING THE WEATHER

Part I — Forecasting Without the Use of Instruments

By EDWIN S. PARKER

I DIDN'T get mixed up in the subject of weather by choice; it fastened itself on me and I had to dig my way out of the dilemma. I used to get caught in long drawn out storms when sailing with my wife and, so that we could up anchor and sail for home at the first sign of a break, I wanted to work out some system by which I could tell when the end was approaching. Storms are supposed to be spirals of wind that move over you. Bowditch says so, all the books say so, and so I thought it must be. Since a spiral has a definite shape, I figured that I could draw a diagram of it that would give me the different directions of the wind as the storm progressed, and would indicate when the end was approaching.

I drew spiral after spiral. I moved them with different speeds, and I used different velocities of wind in the spiral itself. But nothing I could get resembled, even faintly, an actual storm; so I gave up the horns of my dilemma and tried the tail. If I couldn't draw a proper spiral, why not take a great storm and plot it, to see what the figure really looked like? This I proceeded to do with the hurricane of 1938, but I found that it had to be a composite picture to iron out the local variations, and it took me a full day to plot all the data on one sheet. The reward, however, was great; before me on the paper was represented, not a spiral, but two interacting bodies of air, one moving from the south and one from the north, with a spin like a bight of rope where they interacted. It was as plain as day, and I began hunting through textbooks to see if I could get further light on the subject.

Textbooks are apt to be tough reading and they usually speak a special language of their own. But, tucked away in nearly every one of them, I would find a couple of pages devoted to the air mass theory, with illustrations twenty or more years old. They all admitted that this theory was true, and then passed right on to other things, but they did explain my diagram.

Let me now give you my findings, translated from the technical language of meteorology to ordinary words and photographs. The first thing that burst upon me was that the whole problem was so much simpler than I had thought it to be! I used to think that, when it got colder or warmer, some mysterious change had taken place in the atmosphere which was caused by change of pressure or some such obscure meteorological event. Not at all. When the weather changes — as, for example, when it gets warmer — warm air has blown in from a warm place. When it gets colder, cold air has blown in from a cold place. When it clouds up and rains, wet air has blown in from a wet place. When it clears with a sparkling blue sky, dry air has blown from a dry place. It is just as simple as that. There are local effects, of course, such as local winds that blow in limited areas, but this is the over all picture. It is quite understandable, for upper wind velocities are often in excess of 200 miles per hour. Fifty miles per hour is thus not unreasonable, and at this speed a "flood" of air would get to Chicago from central Canada the first day and to New England the second — which is what actually happens. Similarly, a body of air from the Gulf would reach New England in a day and a half or so.

These "floods" of air can be seen readily on any weather map. Note the little arrows which indicate wind directions. If we draw a line around the area where the wind, for instance, is from north to west, we shall find that to the right of this area the wind will probably be from the southwest or southeast, and along the southern or eastern side of the line there will probably be a "low" moving in from left to right, with signs of rain.

Now let us draw a picture of the globe. First make a two-foot circle on a blackboard. The width of your chalk line represents the total coating of air, which is 50 miles thick. Of this 50 miles, we are interested only in the first eight or so, which is about the thickness of a pencil line. And the distance the air mass will run is from three to six inches. Why are we interested in only the first eight miles? *Because that is where all the weather occurs.*

This lower eight miles is called the troposphere. At the earth's surface, the temperature may be something like 75°. It grows cooler as you ascend until at an altitude

4. Looking SW. Active warm air pushing neutral cold air out of the way

5. Looking N. Active cold air pushing neutral warm air out of the way

6. Looking SW. Active warm air rising over a bank of neutral cool air

of eight miles it will perhaps be 60° below zero. But from there up it gets warmer. Why? Because there is something up there that catches the sun's heat, something that you smell every time you pass behind a trolley car: the pungent, invigorating smell of ozone. Hence the air at a height of more than eight miles gets increasingly warmer, possibly as much as 75° above zero. This upper region is the stratosphere.

At the earth's surface, let us take an imaginary hot air balloon, heat it up, and release it. Because it is warmer, and therefore lighter, than the surrounding air, it will rise. As it rises it expands and cools, but it is still warmer and lighter than the surrounding air which has also expanded and cooled. But when at an altitude of about eight miles the air begins to grow warmer instead of cooler, the balloon finds itself in air of its own temperature and weight, and so it rises no higher. Since weather originates with rising and falling currents of air, this altitude, therefore, marks the limit of its range. Hence there is no "weather" and essentially no clouding in the stratosphere. Practically all the clouds you see are at an altitude of less than eight miles.

What are the forces which make the weather? What is its "power plant?" The answer is the sun. The sun heats the air to the south while the northern air cools. As the northern air cools, it settles down, letting more air flow in, which also cools and settles down until, according to the books, we have a "hill" of cold air within the atmosphere. Then, when this "hill" gets too high, it slumps down, flooding the lands to the south of it with cold air which flows down the plains between the mountain systems — just as though a dam had broken and loosed a flood of water — until it expends itself and stops.

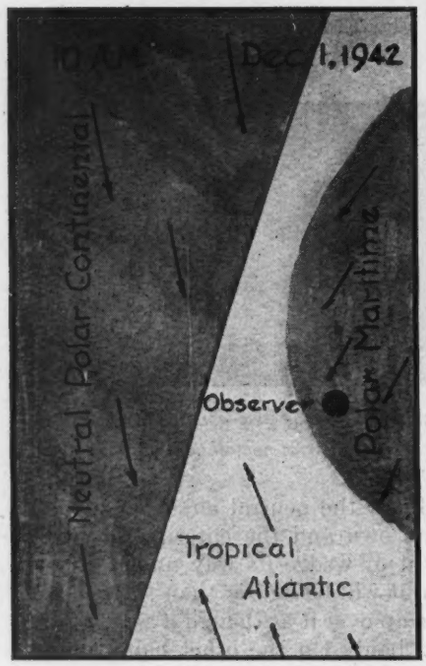
Similarly, we have masses of air energetically building up in the tropics (I don't know why) that flood north just as the cold air floods south, and that result in warm weather, heat waves, periods of precipitation, and great storms. These two air systems play back and forth across a rather narrow geographic belt — first a flood from one side, then a flood from the other — so that in this belt (the Temperate Zone), we have constantly changing weather. To the south, and I believe to the north, the weather is somewhat regular and may be characterized by either a daily tropical shower or by fixed periods of coolness.

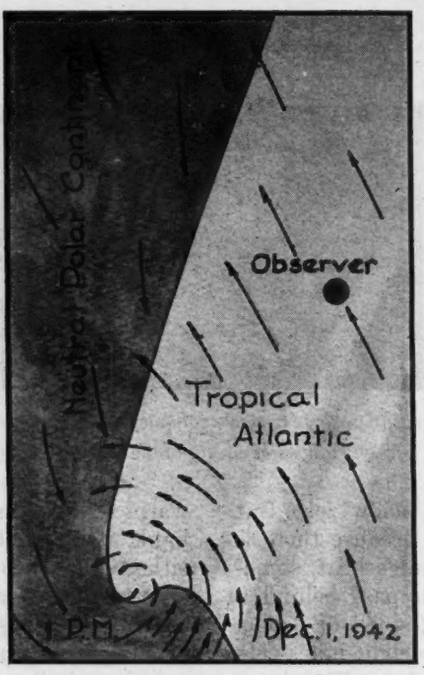
Let us assume that one flood has come in and expended itself, so that the wind has died and the air is more or less still. Another flood, from the opposite zone, is now coming in. In what different ways can it enter? If the expended air, technically called "neutral," is not solidly backed up, the incoming active flood will push it along out of the way. Under such conditions you can see the clouds drifting away. This is true of either the warm or cold air. But if the neutral air forms a solid bank, it will hold its own and the entering air must either slide up over it or wedge its way under. If the entering air is warm, it will be lighter than the neutral cool air and will slide up over it as though it were a tide running over a mud bank. On the other hand, if the entering air is cold, it will come in along the ground, lifting the warm neutral air out of the way.

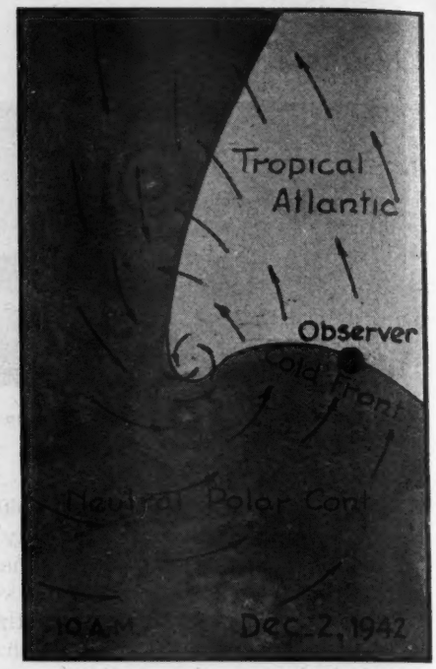
We have thus four typical atmospheric operations, each of which may readily be recognized by observation because they appear quite different. First: active warm air pushing neutral cool air out of the way (see Figs. 3 and 4). This will appear in the form of a bank of low clouds along the horizon to the southward, coming up into a clear sky. Second: active cold air pushing neutral warm air out of the way (see Fig. 5). This will probably be in the form of either a bank of clouds moving off eastward or southward before a northerly wind and clear sky, or of dark purple clouds in rolls or puffs, moving from the north or west and dissipating until the sky is finally clear. This latter phenomenon is due to the mixing which occurs when cold air blows into a body of warm air. Third: warm air rising over a bank of neutral cool air, looking something like the first case (clouds from the south), but in this instance they will first be high, white and wispy, followed by a lowering as the clouds thicken and become gray (see Figs. 6 and 8). The wind may be from either the direction of the storm, in which case it will be warm, or from the opposite direction, easterly, in which case it will be cool. In the former case we are in the warm, entering flood, and in the latter we are in the cool, neutral bank.

This last case presents a complication. As the southerly warm air meets the northerly bank of cool air, we get the meeting of two nearly opposite currents, one sliding by and rising up over the other. This meeting of two currents starts a spinning at their juncture, and this in turn creates a vortex such as you see when water runs out of a wash basin. This vortex has an open core at the center which reduces the atmospheric pressure, thus creating a "low" (this is best illustrated by Figs. 7 to 12).

Finally, we have the case of the cold air undercutting the warm air. This happens usually on hot, muggy days, when the air along the surface of the earth is much hotter than it should be and is waiting for a chance to break loose and balloon up. When a flood of cool air is in the process of moving across the country, the Weather Bureau can easily predict forthcoming thunder showers, as the progress of this "cold front" can so easily be followed. The air is cool and heavy and hugs the earth, throwing the warm air upwards like a snowplow. Having broken loose, the warm air starts going up of its own







7. Looking E. In the morning may be seen scattered clouds from Polar Maritime. Air is cool and the sky is bright. As yet there is no sign of the storm. Wind is E

8. Looking SE. At noon the east wind shifts to the SE, the air gets warmer and softer. The sky thickens; shortly thereafter the sun disappears. This is the storm coming

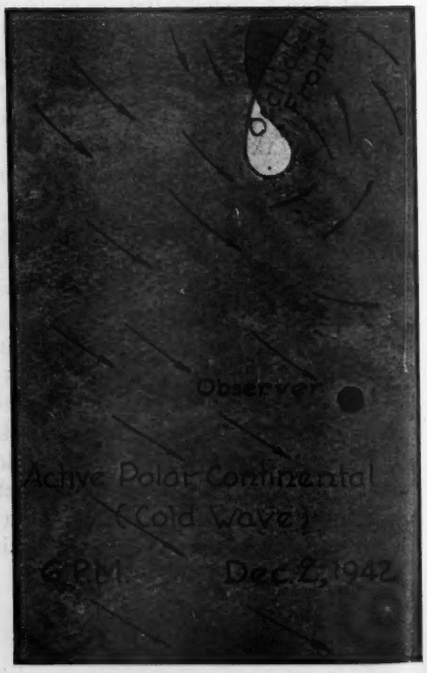
9. Looking E. That night there was a near-hurricane, with the "cold front" advancing rapidly. Next morning, cold front undercutting the warm air. The wind was shifting to W

10. Looking S. The cold front has passed and the body of the cold air is being drawn around by the center. It is now becoming cold

11. Looking SW. Polar air is now driving the last of the clouds away to the SE and it is getting much colder. The wind is now NW

12. The cold front has now swung so far around that it has lapped over edge of the Polar Cap ahead of the storm center, "occluding" it

Because of the war, no data is to be had on this storm, and the diagrams are based on what is typical in such a situation. The Weather Report for December 1st said, "Little change in temp. with light snow. Gentle winds." December 2nd, "Not quite so cold, increasing winds." On December 3rd the newspapers reported a "near-hurricane" on the night of December 1st!



13. Puffy clouds from cold air blowing into warm moist air after a rain. Wind NW, looking SW

accord. Passing the dew point, it drops its moisture, gains the latent heat of condensation, starts rising still faster, and finally may be moving upwards at a rate of as much as 250 m.p.h. until it meets a layer of warm air and spreads out under it. It is thus stopped in its headlong flight by meeting air of its own density which does not provide buoyancy. This atmospheric uproar is a "mechanically produced" thunderstorm and, when it has passed over, one finds oneself in the clear, cool air of the cold front, looking at the towering fleecy back of the storm one has just gone through as though one had dived through a wave. Make it a point to remember that when air rushes up, other air must rush down, so at the first breath from the storm, or the first drop of rain, let go everything and batten down, for the tempest is upon you.

Speaking of rain, let us now see what the books say about its causes. I must confess that the more I read, the more respect I get for the man with the tom-tom and eagle feather. It is a most confusing subject. One cause of rain is clearly defined — the lifting of an air mass — but much, if not most, of our rain comes from clouds that either have not started to rise or will never rise at all. Let us now consider what will lift an air mass, and thus dispose of the well-known cause of rain. Air blowing towards a mountain must rise to pass over it. As it rises up the slope, it cools by expansion and, at a certain altitude, it will pass the dew point for air of that particular degree of humidity. Moisture precipitates at that level and appears as a ceiling of clouds. We are all familiar with the moisture that collects on a cool water pitcher on a warm, moist day. It collects *on* something. The same is true of the droplets in a cloud; they must form *on* something, and that "something" must be dust, stray electrons or, most likely, salt crystals that have been blown off the surface of the ocean where the air first gathers its moisture.

Clouds do not float. The droplets are always falling downwards, yet air currents are moving upwards faster than their rate of fall. Moreover, any droplet that gets below the ceiling level will dissolve, so they only appear to float. But let us get back to our mountain. The moist air has risen up its slope, formed clouds and rain, and has been driven still farther up the slope, often forming great thunderheads which appear to have been pushed up by an undercutting wedge of a cold front. But, on the way down on the other side, the air will be dryer because it has dropped moisture so, as it passes the dew point in reverse, it will find itself at a greater altitude. Hence the cloud ceiling beyond the mountain will be higher. Moreover, the air will have gained latent heat of condensation from the formation of rain and thus will be warmer. Therefore, behind the mountains, the climate will be warmer and dryer, thereby forming deserts.

This process is the same whether the mountain is one of solid rock or is a sufficiently solid bank of neutral cool air over which the incoming warm air is forced to rise. There is the same ceiling of clouds, the same precipitation but, because the slope will be more gentle, there will not be thunderclouds. The warm rain will fall down through the cool air and not only will it become cooled itself but it will form a second layer of clouds in the cool air by evaporating into it. For this reason, the rain may not be coming from the clouds we see at all. There is, of course, no "other side of the mountain," and the storm may be sliced off the earth by the occluding cold front (see Diagram, Fig. 12).

This is the point where I do not find comfort in the textbooks. True, it rains in the area where the warm air has been lifted, and where the wind is somewhat opposite to the direction from which the storm has come. But it also rains, and rains buckets, where the wind is from the direction of the storm, in the area where the air has not yet reached the cool neutral bank and therefore has not been lifted. It rains also in a flood of air that is coming in along the ground and which will never be lifted. There are plenty of examples to support this explanation. Witness, for example, the rain belt west of the mountains on the Pacific Coast, the drenching we invariably receive from a southeaster, the alternating rain and shine which come from the Gulf in the summer months when the Polar Cap is well to the north, and the gamut of Polar Maritime that ranges from a drizzle to a drenching or even a blizzard. None of these has been "lifted," yet they are our most common sources of rain.

14. The sky turns inside out. This is a thermal thunderstorm, looking S. A similar outbreak was occurring to the N at the same time

I take a practical and uncritical point of view which results in these basic beliefs:

Warm air coming off the ocean in a great wet mass will surely cause rain (Tropical Atlantic or Tropical Pacific);

Cool air moving in from the sea will probably cause rain (Polar Maritime and Polar Pacific);

Warm air coming across country will sometimes cause rain (Tropical Gulf);

Cold dry air originating in

(Continued on page 116)

15. Looking NE. Richly colored clouds drifting from the NW and dissolving. A sign of clearing and colder weather

Above and below, the mold was constructed of one solid piece of pine, made of glued-up members. The lifts followed the buttock lines

Below, the finished mold. As a result of its construction, it was possible to form the entire skin, or "planking," in one "cooking"

Below, laying the veneer on the mold. Nine layers of 1/16" mahogany were used to form the skin

Below, the hull removed from the mold. Laminated stem, sternpost and horn timber were glued up in advance and set into the mold

A NEW BOAT IS BORN

Building a Preformed Plywood Racing Yacht

By A. E. LUDERS, Jr.

FOLLOWING up the two earlier articles on the subject of using new, and perhaps radical, methods of construction suitable for a one-design class of small yachts, which appeared in the April and November, 1943, issues of YACHTING, we are now able to show in these pages pictures of an experimental molded plywood racing sloop, showing the construction as far as it has now progressed. The plans of the boat, which we designed, were reproduced in the issues mentioned above, and were of a yacht of about the size of a Six-Metre, the dimensions being: length over all, 38'3"; length, water line, 24'; beam, 6'3"; draft, 5'10"; displacement, 6350 lbs; sail area, 400 square feet. In her construction we made use, as far as possible, of laminated resin-bonded plywood, which has come in use during the past few years.

The fact that this boat can be built at this time is due to a series of fortunate circumstances. When the plans had progressed sufficiently to commence building, we still had no thought of the possibility of starting until after the war, but as our Navy work began to thin out last winter we saw the possibility of outfitting and completing this boat at our yard, provided the basic hull was made outside the plant so as not to interfere with our own production. We were able to arrange with the Allied Aviation Corporation which was in a position, due to a lull in its war work, to produce one molded hull for us, and this was delivered to our yard in February.

We began to check up to see whether we would have enough material on hand in the way of fittings and other material to complete the boat. There was so much interest, both in the design and method of construction, that many of our friends, after checking through their pre-war stocks, offered to supply us with odds and ends we lacked; thus we were able to assemble material for one boat.

One of the most important items of material was the sails, and Ernest and Colin Ratsey kindly offered to make us a suit from material they had on hand, provided they had a chance to fit it in between their war work and, fortunately for us, this is being accomplished, so that, if plans go as anticipated, the boat will be having trials about the time this article goes to press. We hope to be able to show further pictures of her sailing trials in the August issue.

No serious problems have thus far been encountered in the construction of the boat. The pictures show how the mold was built in one solid piece of pine, made of glued-up members, in much the same way that a small model is made, except that the lifts follow the buttock lines instead of the water lines. The backbone, which consists of the laminated stem, sternpost and horn timber, was glued up in advance as a pre-form and was set into the mold so that the skin, or planking, was glued to this assembly in one "cooking." The molded shell was of nineply mahogany, finished to 5/8" thickness.

The accompanying pictures show also the veneer in

the process of being laid onto the mold, and the finished hull before the trim lines had been cut off.

After the hull was received at the yard, we proceeded to install the main clamps, deck beams, coaming frames, etc., preparatory to laying the deck, which will be of plywood. The deck beams were sided 1" and were spaced 12" and, except for the cockpit openings, extend the full length of the hull. While it was originally intended to put some frames in the boat for support at strategic points, the more we analyzed the problem, the simpler we were able to make the design, so the boat is now being constructed without any frames. The only internal stiffening will be some floors in the bilge, under the floor boards, in the way of the ballast keel. This makes a particularly clean looking boat inside and an easy one to take care of. The upkeep in general on this boat should be much less than normal, because there are no seams to come and go, and thus a paint job in the spring should, with care, last throughout the season.

At this stage of the construction we know enough to be able to predict that, including the cost of the mold, classes of boats of this type of construction will cost no more than the conventional type, and possibly will cost less, provided that the skin is made heavy enough to eliminate the need of the usual framing, floors and stringers. The type of construction will, however, entail some rather heavy initial investments.

The spar on the first boat will be made by the usual glued-up method, but further experiments will be made later with a molded spar. It is not anticipated that a molded spar can be made any cheaper, but possibly it can be made as cheaply and effect some saving in weight.

As pointed out in earlier articles, there will be many innovations in design as to rigging and sails, although the hull itself is quite conventional, with long, easy lines and light displacement. The plans were drawn without any consideration of restrictions in existing rules.

After the war, we plan to develop a stock, molded plywood, cruising sail boat, and several other models. We do not predict that this construction will mean that boats will no longer be built by the conventional method, but we do feel that it is well adapted for class boats in the smaller sizes. A beautifully faired hull can be obtained, and close duplication for one-design purposes.

One question which is often asked is: "How will you repair these boats if they are damaged?" The answer is that if a hole is stove in the side, it can be patched by making a local, cold glue application, provided it is not in a too vulnerable or important part of the boat; otherwise, the repair would have to be further strengthened by a butt strap inside. We believe that if the boat should go on the rocks and a series of punctures should result, a boat of this type might have to be declared a total loss sooner than the conventional type, but we still feel that the likelihood of such accidents is negligible.

We had some hesitancy in starting the boat even though the facilities were available, but we found that the government's reaction to a certain amount of experimental post-war development work was favorable. It is, perhaps, significant that most of the interest in the new boat is shown by sailing men who are now with the armed forces. As we are engaged all out on Navy work ourselves, I have had considerable contact and correspondence with Navy men, both ashore and afloat, and they all seem to be most interested in learning how the boat is coming along and when they will get a chance to sail in her.

Above and below, the molded hull is delivered by truck. It was so light that a handful of men was able to move it with ease

Below, while being cooked, the mold was covered with acetate and paper. Note that the hull has no integral frames of any kind

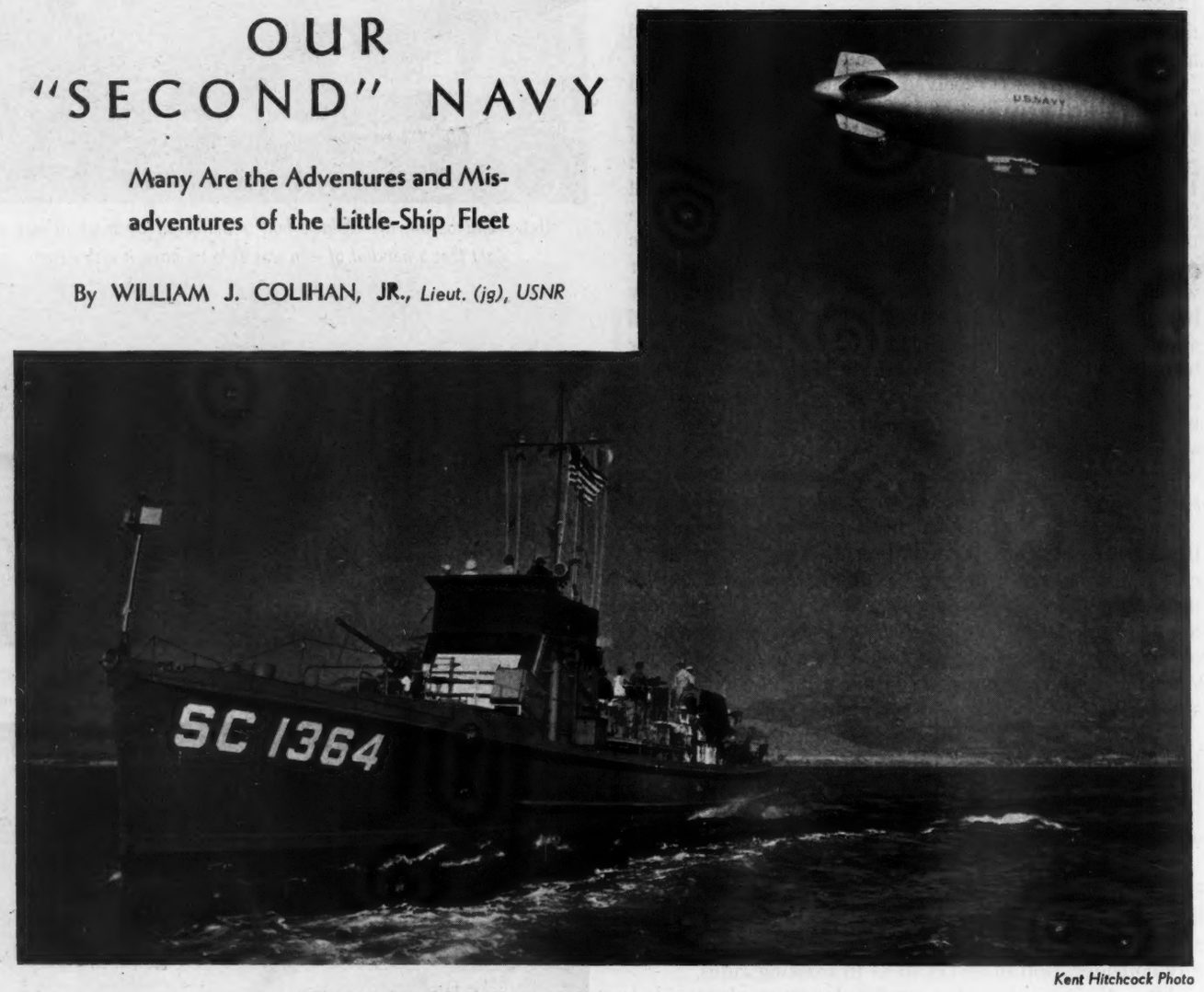
Below, after the hull arrived, the next step was the cutting of the trim lines and the installation of the clamps, deck beams and coaming frames

Below, the deck beams are sided 1" and are spaced 12" and extend the full length of the hull. The deck is 5/16" plywood

OUR "SECOND" NAVY

Many Are the Adventures and Misadventures of the Little-Ship Fleet

By WILLIAM J. COLIHAN, JR., *Lieut. (jg), USNR*



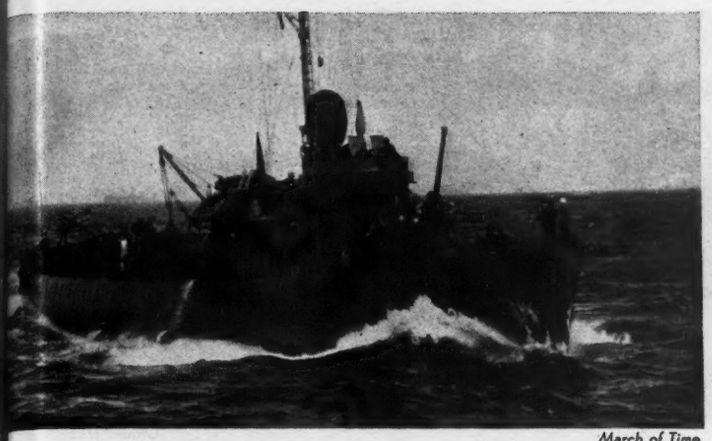
Kent Hitchcock Photo

"The 110-foot SC is a fearsome collection of engines and depth charges attached to a frail wooden hull. The SCs call themselves the 'Splinter Fleet'"

MANY are those who have never heard of our "second" Navy. That's not odd, because it almost never gets into the papers or the magazines (with the exception of seagoing journals such as YACHTING) or the movies or on the radio. But we have one nonetheless, one which has many more ships and probably many more men *at sea* than the one that John Q. Public usually hears about. Our second Navy is the little-ship Navy, the glamorless, salt-caked, coffee-and-sandwich fleet; the one in which a correspondent is as rare as an admiral — which is rare, indeed. But one which has been fighting its share of the war since Pearl Harbor, and which, if it hasn't already won the decision, could coast in on its record in the early rounds. I'll tell you about it.

Just to be arbitrary, we'll set a limit of 150 feet on the ships in the little-ship Navy. That rules out the PCs (173-foot sub-chasers) but, after all, they have more than three officers including the captain. And any ship in which the captain doesn't have to stand a regular deck watch, in addition to captaining, is practically a dreadnought. Most of the ships in our second Navy are commissioned by the same stirring ceremony and are as much a part of the fleet as the *New Jersey* or the *Iowa*. And, as long as their ensign or lieutenant (junior grade) captain stays on his own deck, he has as much rank as the battleship's four striper. There are YPs and YMSs, AMcs and APcs, YOs and YTs, LCIs, net tenders, and examination vessels, and a half dozen or so more, from whom the editor of "What Our Readers Say" column will undoubtedly hear, in loud anguish. But, by and large, we'll include everything under 150 feet — except the PTs. Don't *ever* count the PTs in the little-ship Navy, even if they are only about 80 feet long. *Why?* Because the PTs have glamor. They have correspondents. They have movies and books about them. Also, they're not ships — though the LCIs aren't either, strictly speaking. But the LCIs have no more glamor than an ash can, so that lets them into the little-ship Navy. What the PTs are — I don't think it's a secret to Tojo — is *boats*. You hoist them on ships and take them places to do their stuff. Don't ever call any little-ship Navy man's vessel — except the LCIs — a boat. For the sake of your children, who would almost immediately become half orphan.

By this time I can hear you saying, "Isn't there a better name than little-ship Navy?" No, there isn't. It's like trying to find one word to describe all the little animals of the world, from anteaters to the duck-billed platypus. They do too many different things and look too different from each other to describe them by anything but size. Of course, some branches of the little-ship Navy have special names. The YPs (yacht patrol),



March of Time

"PCs are ruled out of the 'little-ship fleet' because any craft whose captain does not stand a regular deck watch is practically a dreadnought"

Official U. S. Navy Photo

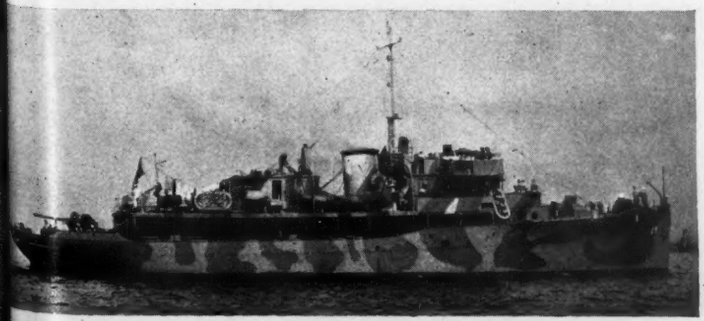
USS "Bullfinch" (AM 66) is one of a number of mine sweepers which were converted from trawlers.

for example, a lot of beaten up conversion jobs, with lavender tile heads and sievey seams, call themselves the "Yippee Fleet." The SCs (110-foot sub-chasers), a fearsome collection of engines and depth charges attached to a frail wooden hull, in which any cook who can make coffee in a 40° roll is halfway toward success (the other half is opening tins of frankfurters and sauerkraut), call themselves the "Splinter Fleet." The LCIs (Landing Craft, Infantry) — their skippers picked their discouraging title of "One Way Command" themselves and made it one to be proud of, or died in the surf trying.

The Coast Guard runs to little ships, though it has a few as large as destroyers — which are Brobdingnagian. And the Coast Guard will let you call it the "Hooligan Navy" — if you smile as you say it. And the net tenders (YNS), who sit anchored at the entrances of harbors, opening and closing their booms and wistfully watching the examination vessels go out a couple of miles before anchoring, those black-hearted, dour, frustrated Nelsons will let you call them the "Nuts and Bolts Navy" (for nets and booms) or anything else you can think of. They've already thought of much worse things, sitting there night after night and day after day while the fog runs off their noses. And they've already used their profane inspirations on the individual in Washington who sentenced them to their floating prisons.

Incidentally, in the little-ship Navy, where a full lieutenant is considered braid heavy, there is a particular system for designating higher ranking (on shore) officers. A lieutenant commander, say the operations officer or supply officer of the base out of which you work, is always referred to as a "character." A full commander or a captain, who is likely to be in command of a section base or chief of staff to an admiral, is never called anything other than a "personality." And the admiral, if you're overseas and have one handy, is an "individual." A convenient code system, not yet compromised by aforementioned shore-based authorities.

The officers, about two or three to a ship, of the little-ship Navy are usually ex-V-7 midshipmen reservists. They have been fitted for their duties and responsibilities, including those of command, by four months at Midshipman School in, say, Princeton. And don't think those d's and r's aren't just as heavy and complex as those of a battleship officer. They are — and a lot more multifarious to boot. Each officer in a little ship holds down three or four departments or divisions in addition to standing his deck watches. Of course, there are some who have had a couple of extra months at the Mine Warfare School at Yorktown, or the Submarine Chaser Training Center at Miami. But these are the elite, almost the overeducated. Their extended academics are balanced by the two classes of D-V(s), officers who got their training in nine weeks at Abbott Hall in Chicago. These, including the author, are known as "sixty day blunders," in contrast to the "ninety day wonders" of V-7 background. Their opprobrious designation, which shouts their unfitness to the naval world, means Deck Volunteer (special duty), as contrasted to the lordly D-V(g), or general duty group. Of course, commanding a ship would seem to be about the most general duty there could be but the Navy hesitates to go all out on



Left (above), the net tender "Boxwood" looks grimly business-like in her war paint. Left (below), PY 27 was a famous yacht. Below, skippers of LCIs have dubbed themselves the "One Way Command"

Official U. S. Navy Photos

Official U. S. Navy Photo

This makeshift small boat dock at Espiritu Santo Island, New Hebrides, is typical of the ports of call regularly visited by ships of our "second" Navy

the ignorant. If there is an Annapolis man in the little-ship Navy he is keeping his "trade school" career to himself.

The crews in the little-ship Navy are equally well trained. Sometimes all of three have been off the dock before you take your ship out to shakedown, the day following commissioning. This is nobody's fault and starts everybody out even. If there is a way to train men for little-ship duty other than by putting them in little ships and letting time work its inevitable miracles, the Navy would have found it. And used it. The veterans are occasionally regular Navy men whose first sight of the vessel they're going to sea in, as she lies tied up to a dock, sometimes prompts them to inquire if that is the ship or the ship's liberty boat?

Number one is an old-time Boatswain's Mate second or first class whom you bump up to Chief out of sheer gratitude the day after he lays off teaching the seamen how to tie a clove hitch, to call the "front of the ship" the bow, and, in going up or down, to face the stair, known quaintly in the Navy as a ladder. Number two is your experienced Machinist's Mate, who is a holy genius. Having served only in cruisers, he still has an occult instinct for such small-ship foibles as stuffing box glands and hand-operated heads. The other eighteen or two dozen men are fresh out of boot training, with a few exposed to the mysteries of a specialty at quartermaster, Diesel, or radio school. Right at the start, they don't know much. But they are just the kind of men you want to think of having in the Navy, young, sturdy, with their tendency to get seasick outweighed by their ambition to become as salty as Davy Jones in a month. Which, largely, they do.

Perhaps, you even have a Gunner's Mate, which is a blessing because he is undoubtedly seasickproof and also a crackerjack carpenter. And Ship's Cooks, who are always sick and can never cook till "Boats" teaches them, are always wonderful machine gunners. Don't ask me why. If Admiral King wants a suggestion, small but helpful, he should train half the recruits in Navy cooking school, then send them direct to the Pacific Fleet as anti-aircraft gunners. One or two samples of their kind of wing-shooting and the Jap flyers would leave our ships strictly alone. Provided one ever got back to tell the rest about it.

* * *

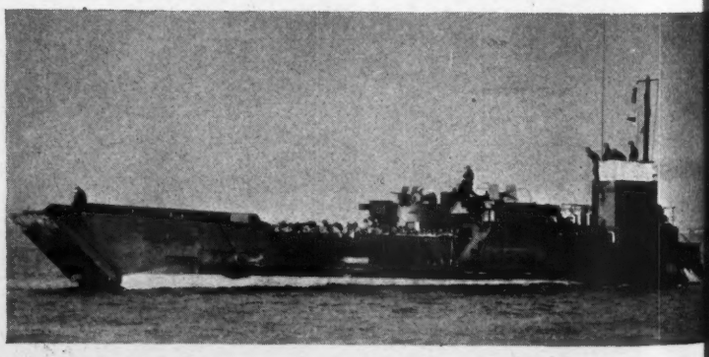
Have you ever conceived what it must be like for a bunch of recent landlubbers to ride out a full hurricane in a 103-foot ship? We had one last summer while carrying passengers in the North Atlantic, when the wind blew so hard that, after steaming at half speed all night, a morning fix put us fourteen miles astern of our evening position. The sea was too rough to talk about in a family magazine. Sufficeth it to relate that there was a footprint seven feet up on the wardroom bulkhead.

Then there was the SC which came in from sea last winter with a 30° list, carrying enough ice to set a good-sized iceberg up in business. It just got to be 30° below, that's all. As cold at sea as 50° below ashore. For three days they chopped as well as they could with two fire axes, a steam hose being as rare in a small vessel as a 16-inch gun. But the ship was wood and frail so the chopping had to be too careful to make much headway. You also needed both hands to hold on.

(Continued on page 100)

Right (above), the LCTs are no beauties, but in company with their larger sisters, the LSTs, they have given a new meaning to "amphibious operations." Many of the hard-working YMS wooden mine sweepers (at bottom, right) have been converted into highly effective anti-submarine vessels. PCS 1424, below, is such a craft

Official U. S. Navy Photos



DOWN THE COAST TO MAINE

Part I — There's Nothing Like Buying a Boat — And Then Taking Her Home!

By FRANCIS W. RICE

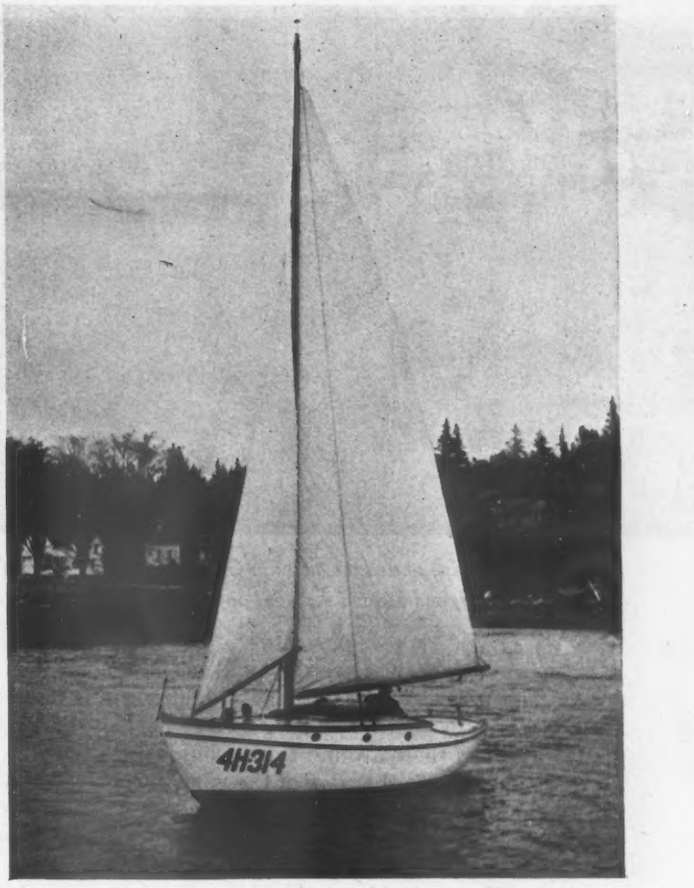
LUCKILY, I didn't have to look long for a boat; in fact, I wasn't really looking for one. Just sort of had my mind made up as to what would suit me and, as time went on, I let that thought ride.

It's funny, when you want a boat and want her badly, have the money nested in the bank and the time is spring, with warm weather coming, you'll rush around and get all stewed up. Maybe you'll find a boat but she won't suit you as your dream boat would. I didn't have the money, it was the middle of August, and I'd given up looking for a boat, since winter was not too far off, but I couldn't help drifting into Ben Colby's old boat yard at East Gloucester one day, there to sit down on a paint stained timber to smoke a pipe and talk with Ben. Ben talked all right for he could do that easiest; when he got his pipe out, you were good for an hour or so right there on the timber.

A couple of kids were working round the wharf, nailing down loose planks and sort of pushing one another round to see how many nails and how much time they could use up. Ben spoke to them, "What to hell you kids think you're doing? Trying to see how many nails you can use up before noontime? Those nails cost money and they're hard to get; you fellers go on over there and rustle out that bunch of cradles."

Ben growled out a few words of intense profanity, spat through a crack in the wharf and went on to say, "Haven't seen you for some time. Jeeze, the whole thing makes me sick. Look at that shed full of boats. Nobody wants them. Nobody's got 'em out this year; good boats, those Triangles. Jeeze, what's a feller going to do." I glanced round the wharf, and there 'way up in under the low sloping roof lay a boat; somehow I thought, there's the one I want, the one I've always wanted. "That boat," I pointed. "What's the story, Ben?" "Well, she's just another damn boat but, come to think of it, that island of yours down in Maine — say, there's the boat for you. A good sailer, got an engine, too, a Palmer, one-cylinder, four-cycle, drive her six miles an hour. Look, I'll get the key." Ben hurried off to his office while I looked around for a ladder and soon tripped over one with three rungs gone. My hands trembled as I set the ladder against the clean white painted side of the boat; somehow, the closer I got, the more I thought this must be the boat. Ben, for all his seventy-odd years, came swiftly around the corner of the shed. His words now came easily and well timed. No growling or bitter tone and there appeared a faint smile on his face. "Sure, sure, take it easy. Watch those broken rungs. There you are, here's a flashlight."

A film of dust lay over bright painted deck and self-bailing cockpit. I pushed the slide back and crawled into the cabin. The light showed a metal plate, and I read

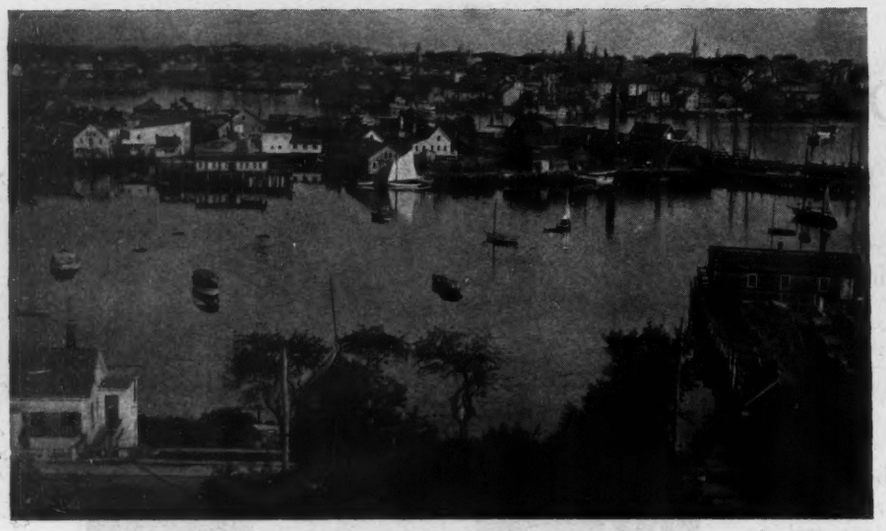


"Puffin" is 24' o.a., with a beam of 7' 6". The moment I saw her I knew that she was the boat I wanted; the one I had always wanted

that the boat was designed by Crocker, of Boston, and built by Lee Shipbuilding Co., of Harwichport. Well and good so far. Four transom berths in a 16-foot raised deck cabin. I guessed the boat to be about 24 feet long, with a beam of 7½ feet. The engine lay snug just under the companion step, and on either side hung copper tanks, for fresh water and gasoline. A built-in locker held a complete set of dishes and aluminum cooking utensils, while directly opposite, suspended from the cabin roof, swung a metal-lined table holding a two-hole Primus kerosene stove. Out in the cockpit I found low wide seats and in the floor a circle of plate glass, beneath which could be seen a 5" compass. The rudder hung outboard over a square stern.

The sides and bottom of the boat seemed freshly painted, and I wondered at this, especially so late in the summer. Ben stood by with a ready answer. "You see, this feller who owns this boat came here in early spring and painted her all up slick. Did a nice job and wouldn't let nobody else touch her. If I must say, he knew his painting all right. Sort of a nut, you know, like you used to be when you tackled that cabin cruiser of yours. He's a good feller though. He came here one day and said he'd want his boat launched the next day. Well, he came the next day and we'd got the boat out to the end of the wharf and was ready to swing her over with the hoist. First off, he said, 'Put her back in the shed. They won't give me any gas over there to the Board.' Guess he was sore, and he had a right to be, with what little gas he'd use. Seems his mooring lay deep up in a cove and he had to use his engine to get in around a flock of boats and 'gainst the tide. He guessed he'd sell the boat, and then went away and we haven't heard nothing from him since."

I asked Ben about the sails, mast, and ground tackle.



For thirty years I have started the motor in Gloucester Harbor, cast off the mooring, and headed eastward on a cruise to Maine

"Oh, he's got that all stowed away at his summer house, and say! hasn't he got everything." Ben pressed the issue hard. "What do you say? Going to buy her? Just what you want down there around those islands in Maine."

We walked out to the edge of the wharf where the sun felt good and warm and you could look out on the harbor. Across a strip of water a couple of draggers were nosing into the fish pier and soon we could hear the men shouting and the creaking of blocks as the fish came out of the hold. I got to thinking of the 36-foot cabin motor boat I already owned, hauled out at Thomaston, Maine. I'd owned her for 27 years and had had four engines in her in that time. She was a good boat and I'd had a lot of fun in her, cruising Down East year after year. But, to my way of thinking, she was big, and a lot of handle and keep up. Ben said, "That boat you tell of don't owe you nothing. Trouble with you fellers is you don't charge nothing off for pleasure and recreation you've had all these years. You don't know when to stop, sell, and buy another boat. 'Stead you just go on 'till the old tub becomes a burden and an expense. Sure, I know the war's on, but take you — you buy that little auxiliary sloop and change her permanent port-of-call from Gloucester to Port Clyde, Maine, and it will be all right. The Board will give you gas enough to get down there. Got to. It would be a nice run for you down there to the eastward with sail and power." I got up, knocked the ashes out of my pipe, slowly nodded at Ben, and walked away. One week later I owned the little sloop.

I climbed the narrow flight of steps that led to the Ration Board office. Broad-shouldered fishermen and teamsters stood there as I elbowed my way up to the counter. A girl in her early twenties nodded as I made known my request. Before I had finished talking she handed me a blank form, saying, "Fill it out. The Board meets next Tuesday and you'll hear from them by post card." I filled the form out with an added word or two of explanation and the girl took it, saying nothing. A few days later, the post card came; my request for 15 gallons of gas was refused. Then came September 1st and restrictions on gasoline for pleasure boats were lifted. I applied again and promptly received my allotment of 15 gallons.

The weather turned cool during the first week in September, a dry northeaster set in and for days, outside, the sea was running high. Incoming fishermen told of this and wondered a bit at the length of the bad spell. I started to find a companion for the trip "Down East." After the easterly, the weather would moderate; fishermen said there would be a mild, warm spell. I talked the matter over with my two brothers, who both owned boats, but for them the season was too far advanced into uncertain weather. The time for leaving was doubtful, and the length of time it would take indefinite. Then I invited two or three friends on board, there to impress them with the equipment and safety of the boat. We could cook, eat, and sleep on board and we could easily make down to the island in three or four days. They liked the boat, sat in the cabin and smoked a pipe or two — but in the end found an excuse. I called in at the Coast Guard Station for clearance papers, where a sailor lad filled in the blank on a typewriter. He casually inquired if I had anyone to go with me and, boat unseen, said he'd like to go along. I told him I certainly would appreciate his companionship for perhaps three or four days. He asked me to wait there for a while and he'd go upstairs and see the Commandant. Said he had a day or two off coming to him but was doubtful of a four-day leave. He came back in exactly three minutes shaking his head and said: "Absolutely nothing doing. I sure would like to go with you."

Then I thought of Charlie Wise. Charlie, known for years about the wharves of Gloucester as the best engine man around, always liked to take a cruise in the fall when his work let up a bit. Down at his shop in the bend of the harbor they didn't know just where I could find him. He hadn't been there since early morning. They told me to try the *Gertie and Emma*, laying over there at Gorton's. I found him there, down in the stinking bilge of a dragger, and the legs of his grease soaked overalls were wrapped around a propeller shaft. He grinned up at me as I hailed him through the open hatchway. I told Charlie the boat was ready to go and we could start any day soon as the easterly let up but it turned out he had a date with his brother to go tuna fishing down off York Ledges. "Tell you what I'll do, feller," Charlie said. "I'll get you a high school kid. You know those kids don't have to get to school for a week or more, and if you're gone a little over time, — well, what's a couple of days out of school to a kid."

Two days later, while rowing in from the boat to the landing, I passed a boy rowing a dory in the opposite

(Continued on page 110)

We laid a course for the Isles of Shoals, which are 23 miles to the northeast from Cape Ann

THE CASE FOR THE RUBBER BOAT

By CRITCHELL RIMINGTON

AWAY down at the end of the official list of the Navy's ship designations are the letters "LCR." They stand for "landing craft, rubber," and they serve to identify the smallest craft in the fleet (maximum length o.a., 12 feet!). But what they lack in size they compensate for in utility and, when the history of this war is finally written, an eventful chapter will be given to the colorful rôle these midget craft have played in the service of both the Army and the Navy.

But before delving into their war-time employment, or the use which tomorrow's yachtsmen will probably give them, it is essential that a small but important detail of nomenclature be clarified. Strictly speaking, pneumatic boats are designated by two general terms — life rafts and boats. The terms are somewhat generic in their application, and the use of pneumatic life rafts today is confined almost entirely to aircraft. Weight and packing space are, naturally enough, at a premium in aircraft, and everything possible has been and is being done to minimize them. Consequently, although amply sturdy for use at sea, life rafts are not constructed to be used alongside docks or on beaches.

Pneumatic boats, on the other hand, are constructed as ruggedly as possible without completely losing sight of the inherent advantages of light weight and portability. They are made from sturdy fabric with relatively heavy coatings of rubber and many reinforced patches so as to resist constant shoe scuffing and the rigors of repeated beachings. Boats are now being made of synthetic rubber, in order to withstand the action of oily water; whereas life rafts are still being made of natural rubber. However, action has now been initiated to use neoprene in Navy airborne life rafts between two plies of reclaimed rubber-coated fabrics.

And, in case you're not certain whether you are seeing a raft or a boat, an easy means of identification is assured by noting the color. Life rafts are usually colored orange-yellow (with blue bottoms to minimize shark attraction); whereas boats are nearly always black or dun colored (for reasons that a military or naval censor would describe as fairly obvious!).

* * *

Although it is generally considered bad form for anyone other than fortune tellers and radio commentators to make long-range predictions, the writer is going to go on record in hazarding the thought that in the post-war years the yachtsman will greet the rubber boat like a new-found friend. For, although the pneumatic boat has a score of unsatisfactory characteristics (in terms of pleasure boat use), these are more than compensated for if — and note the "if" — the rubber boat is used where and when a small wooden craft would not be practicable.

General Tire and Rubber Co. Photo

United States Rubber Co. Photo

Something new in one-designs. This two-man rubber boat is fitted with an inflatable keel and a demountable rudder. The mast and boom are nothing more than metal oars fitted with extension poles. Believe it or not, she really sails, and to windward!

Let's put the rubber boat on the witness stand for a little questioning. What are its advantages? In the first place, the modern rubber boat really can be rowed, and easily, in nearly all conditions in which any small craft can be handled. They are made in various sizes — from the one-man to the six-man type. In the post-war years they will probably cost no more than a dink of comparable size. Whereas they will not last as long as a wooden craft, they should be serviceable during the usual lifetime of a wooden dink — which is until it has been lost, smashed, eaten up by worms, or made-off with by that club member who wanted to borrow it for just a few minutes. Modern inflation devices (automatic or manual) enable them to be inflated in a matter of a minute or more.

Their disadvantages are almost immediately apparent. They are hard to handle in a high wind or a heavy and confused sea, and they will tear if they aren't treated with reasonable respect (but they can be repaired quickly). Speaking frankly, their inherent design does not make them as serviceable for all-around use as is the conventional wooden boat. But you can't have everything, and the principal advantage of any type of

Above is a seven-man, outboard-propelled rubber boat; below is a one-man parachute type. Note the small sea anchor

Official U. S. Navy Photo

rubber boat (in terms of use by the yachtsman) is that it is ideal either where even the smallest wooden craft is not practicable or as an adjunct to it.

For example, any dink (however small) is apt to be a snare and a delusion when used as a tender (to be towed astern) of a boat of approximately 20 feet over all, or smaller. Here a rubber boat would be just the thing for, when deflated, it can be stowed into an absurdly small case and shoved out of sight in a locker. On the other hand, few indeed are the boats under 40 feet over all which have any practical method of carrying two dinks on deck. Yet isn't it always true that some member of the crew has always borrowed the tender — and usually to go "visiting" — just when the skipper wants it? Then is the time when said skipper could pop his other boat out of a case smaller than a sea bag, hook on a flask of CO_2, shove the boat over the side, screw his collapsible oars together — and himself go visiting! And, last but not least, wouldn't a pneumatic boat or two be the best sort of life-saving gear to have aboard an ocean racer or any craft engaged on an extended voyage?

Another feature which is worthy of mention is that a variety of brackets have been devised which make practicable the attaching of an outboard motor to a rubber boat of any size. A majority of Service pneumatic boats are so propelled, and they have proven eminently satisfactory. This feature will make rubber boats particularly attractive to hunters and fishermen, for they will be able to place all their gear for a week or a week-end of sport in the luggage compartment of their cars.

The firm of Air Cruisers, Inc., which was among the pioneers in the manufacture of pneumatic boats for military, naval and recreational use, gives some interesting data on the prices and sizes of rubber boats which may be expected to be on the market after the war. The prices it quotes are only estimates, and while they do not necessarily reflect the figures of other manufacturers, they provide a basis of comparison with wooden dinghies of comparable size:

1-man type (2 seats) 6¾′ by 3′ — weight complete: 27 lbs. — $35.

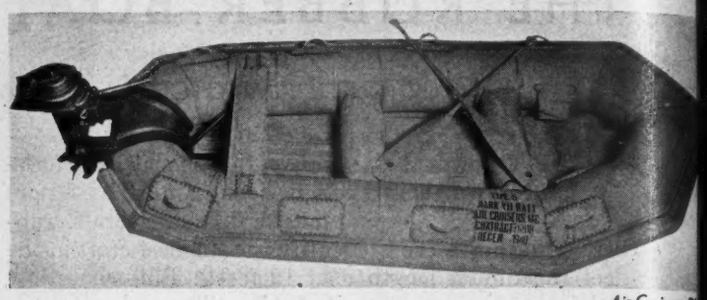
2-man type (2 seats) 8′ by 4′ — weight complete: 31 lbs. — $85.

4-man type (4 seats) 10′ by 5′ — weight complete: 42 lbs — $125.

It may be assumed also that, if the rubber boat does catch the public's fancy and is manufactured in sizable quantity, the above estimates will be reduced proportionately.

This little boat was extensively used by Captain Bob Bartlett when he took the "Morrissey" north in 1930

Left, training in the use of LCRs (landing craft, rubber) is part of the curriculum of the amphibious training course at Fort Pierce. Below, note the method of attaching the outboard motor and inflating the seats



Air Cruisers Pl

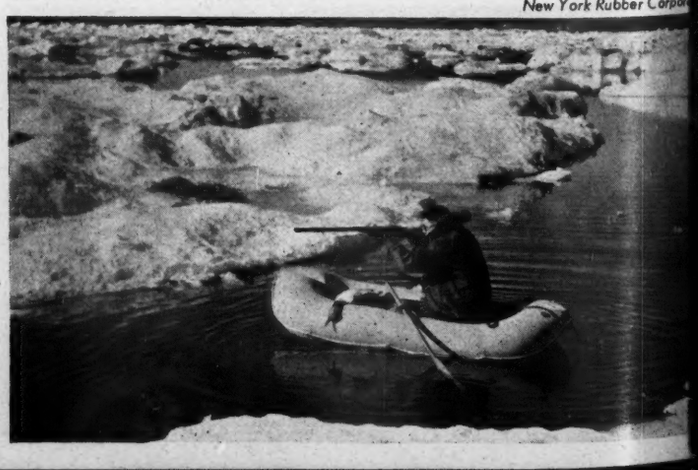
Contrary to popular belief, there is nothing particularly new about the rubber boat. There are innumerable patents on file and countless instances of use many years ago. It is said that James F. Boyle designed and patented one of the first pneumatic boats at Hammondsport, N. Y., shortly after the close of the last war, and it is also known that the Italian airship *Roma* had one aboard when she visited this country in 1919. Shortly thereafter, the Connecticut Aircraft Company took out a patent on a type of rubber boat, with a fitted bottom and equipped with oars, which was given to the United States Navy for experimental purposes. Sometime later, Richard Byrd, of arctic exploration fame, astonished the nation when he landed a seaplane in Washington's Lincoln Memorial pool and, with the cheers of the populace in his ears, rowed ashore in a small rubber boat he had stowed aboard.

Prior to 1930, one of the principal problems associated with all pneumatic flotation equipment was that of inflation. Automatic equipment was uncertain and unsatisfactory and the pumping of a boat or raft of any size was a slow and tedious business. Fortunately for the future, the carbon dioxide bottle-type of inflation then came into being and, today, automatic inflation is not only sure but almost instantaneous. Its only objection, from the yachtsman's point of view, is the matter of expense, for it requires one flask to inflate a boat of average size, and the price of refilling the bottle is apt to be a dollar or more. However, it is fair to assume that the cost of such "refills" will be considerably reduced in the future, and a further compensation undoubtedly will be found in the steady improvement of manual pumps.

Yachtsmen will have to wait to purchase any other than a government rejected rubber boat and, in the opinion of the experts, it's just as well, as many improvements in both design and construction are anticipated. The durability of the material from which the craft will be made will be further improved by the greater use of synthetic and plastic materials, resulting in to-

(Continued on page 108)

New York Rubber Corpor

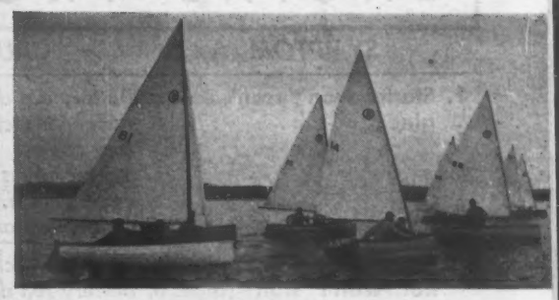


All tuned up and ready to go. Arthur Knapp at the tiller of "Popcorn"

DINGHY CHAMPIONSHIPS

The Manhasset Bay Yacht Club, Port Washington, L. I., was the scene of the National Class B dinghy championships which were held on two successive week-ends late in April. Patrick O'Gorman of Larchmont, sailing "Felix," annexed the dinghy crown, scoring a total of 200 points out of a possible 209. Cornelius Shields, in "Dainty," was second with 188 points and Arthur Knapp, sailing "Popcorn," won third place with 165.

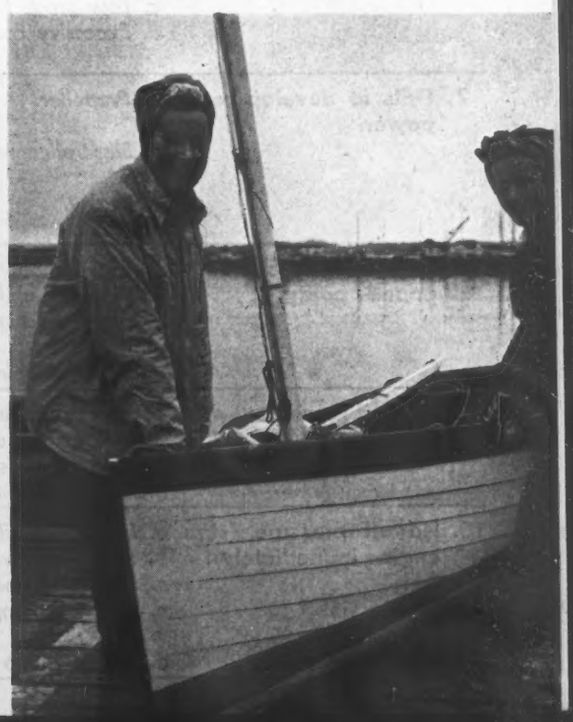
J. Julius Fanta Photos



Weather conditions were far from ideal but the ace Frostbiters turned out in force

Before each race, the floats were a scene of frenzied activity. Wearing apparel was picturesque and distinctly informal

Above, the fleet hits the line! Below, an all-girl team — Bigelow and Stephens — sailed like veterans



ENGINE TROUBLE–SHOOTING GUIDE

SYMPTOM	CAUSE	REMEDY
1. Starter won't crank engine.	*a. Battery run down.*	Check with hydrometer; recharge if specific gravity under 1.150.
	b. Poor connections on battery cables.	If terminals are corroded, remove, clean and tighten. Also tighten connections on engine. (A coating of grease on battery terminals will lessen corrosion.)
	c. Starter spins but doesn't crank engine.	Remove starter; look for broken Bendix spring on pinion. Replace if necessary. Examine gear teeth on starter pinion and ring gear. Replace if stripped.
	d. Defective starter.	Remove and test; brushes may need replacing or commutator may be burned out.
2. Starter cranks engine but won't start (also hard starting).	*a. Ignition switch off.*	Turn on switch.
	b. Battery run down.	If starter cranks engine slowly, be sure to test battery. Recharge if necessary.
	c. Fuel tank empty.	Check fuel quantity in tank. Be sure the fuel valve is turned on and that fuel reaches carburetor.
	d. Ignition trouble.	Clean and tighten all electrical connections (especially on primary circuit). Inspect breaker points; if blackened or pitted, dress with file and adjust. Note whether any cracks appear in distributor or magneto caps.
	e. Engine over-choked or flooded.	Wait for about 10 minutes before attempting to restart, or close choke and open throttle wide and restart.
	f. Moisture on ignition system.	Wipe off spark plugs, distributor cap and ignition coil with dry rag. Note whether high tension wires are damp. (Bad wires are easily affected by dampness).
3. Engine stops.	*a. Fuel exhausted.*	Check quantity in tank; be sure fuel reaches carburetor.
	b. Water in fuel.	Recommend installing glass sediment bowl next to carburetor (this permits detection of water in gas). Empty sediment bowl (if installed) and refill, repeating if necessary. If water is present, remove carburetor and empty contents.
	c. Fuel does not reach carburetor.	Clean fuel line. If gum is present it may be necessary to replace line. (Do not leave gasoline in copper fuel tank for long periods because copper accelerates gum formation.) Note whether tank vent is open by blowing back. Test fuel pump.
	d. Dirt in carburetor.	Clean out carburetor; be sure jets and drilled passages are free.
	e. Ignition trouble.	(See 2-*d*.)
	f. Engine seized.	If overheated, check water intake for obstructing material. See if propeller is fouled by turning over engine while in gear (use hand crank). Check oil supply. If engine can be restarted, note oil pressure.
4. Engine skips.	*a. Ignition trouble.*	Inspect spark plugs; if fouled, clean, adjust gaps and test or replace. Note ignition wires; replace if insulation cracked. If breaker points are blackened, test condenser or replace with new and redress points. Test coil by disconnecting one high tension wire and support it ¼" max. from engine block and note spark while running engine at about 1,200 r.p.m. (See 2-*d*.)
	b. Sticking or burned valves.	Test compression by hand cranking engine (at least two revolutions). If one cylinder weak, remove head and do valve job or overhaul as needed.
	c. Damaged head gasket.	Test compression as above (see 4-*b*), replace.
5. Engine backfires.	*a. Fuel tank running dry.*	Check fuel supply.
	b. Carburetor adjustment.	Enrich mixture to setting which gives best power.
	c. Sticking intake valve.	(See 4-*b*.)
6. Knocking (pinging or detonation).	*a. Improper spark timing.*	If knocking occurs only at full throttle it may be due to either early spark timing or low octane fuel. Retard spark only enough to stop knocking. To adjust spark timing, run boat at full throttle and reset distributor head (to retard, move in same direction as distributor shaft rotation).
	b. Incorrect spark plugs.	Be sure to use the type of spark plugs recommended by engine manufacturer. Plugs must have correct heat range. Cracked insulators often indicate too hot a plug.
	c. Low grade fuel.	If knocking occurred after changing fuels, octane rating may be too low for engine.
	d. Excessive carbon deposits.	Unless carburetor is set unusually rich this condition is rare. Short running at wide open throttle often removes excess carbon. Otherwise remove head and clean.
7. Fails to develop rated power.	*a. Propeller.*	Be sure it is size recommended by engine or propeller manufacturer. Inspect for damage.
	b. Shaft alignment.	Check shaft alignment after boat has been in water over week. Open shaft coupling and with feeler gauges see if flanges mate squarely.
	c. Engine.	Check ignition system (see 2-*d*), also spark timing. Adjust carburetor for max. r.p.m. under load. Check compression (see 4-*b*). Engine may need complete overhaul.
8. Engine vibrates or pounds badly.	*a. Engine mount.*	Note if bolts in engine mount are tight.
	b. Propeller and shaft.	See if damaged or bent.
	c. Engine bearings.	Speed up engine with reverse gear in neutral and see if noise grows worse as speed increases. Engine may require overhauling.
	d. Engine skipping.	Valves or ignition may be defective; (see 2-*d* and 4-*b*).
9. Low oil pressure.	*a. Wrong grade of oil.*	Drain crankcase and refill with the grade of oil recommended by manufacturer.
	b. Overheated oil.	Inspect and clean oil cooler if necessary.
	c. Relief valve stuck open.	Remove and see that nothing is lodged on valve seat to permit leakage.
	d. Worn or burned bearings.	Usually accompanied by noisy bearings. A general overhaul may be necessary.
10. No oil pressure (stop engine immediately).	*a. Insufficient oil supply.*	Check quantity of oil.
	b. Stuck relief valve.	(See 9-*c*.)
	c. Broken oil line.	Look for oil leaks on outside of engine, especially around pressure gauge line.
	d. Clogged pump screen.	Remove inspection plate on crankcase; if covered with sludge, clean. (Avoid sludge by not overcooling your engine — recommend min. jacket temp. of 120° F.)
	e. Broken pump drive.	Remove crankcase and inspect oil pump.

THE NEW ZEALAND 18-FOOT CLASS

By GAINOR JACKSON

KNOWING that dinghy sailing and racing are on the ascendency in the States, I believe that American skippers will be particularly interested in a type of shallow draft racing yacht which has become extremely popular in Auckland, New Zealand. It was developed some twenty years ago by the late Archie Logan, New Zealand's foremost yacht designer, and is known as the 18-foot M class (or, more properly, "The Royal New Zealand Yacht Squadron 18-foot Restricted Class"). Logan's *Mawhiti* (M1) is the prototype of the class.

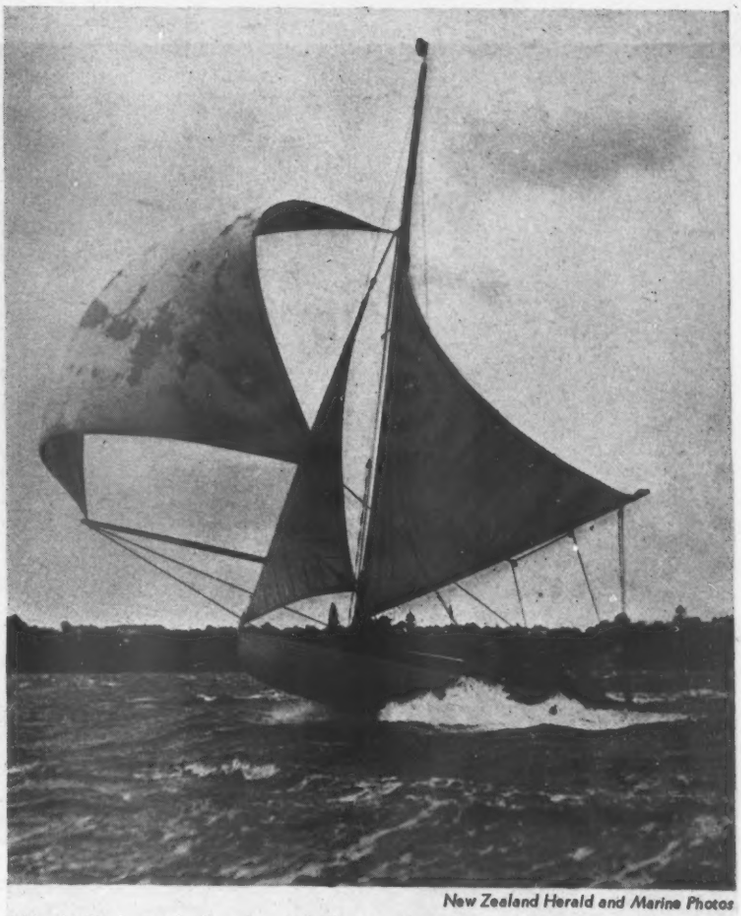
As all boats in the class must conform to the restrictions imposed, competition is extremely keen. Essentially a boat for harbor racing, these skimming dishes, or "Patikis" (to use the Maori name), are extremely fast off the wind and are also good performers when close-hauled. Speeds of 15 knots, on short distances when running before the wind, have often been recorded. Since they are of shallow draft, these boats lend themselves to planing with a following wind, as will be seen in the photograph of *Mawhiti*. *Manu* (M9), of this class, won the 18-foot International Championship at Auckland in 1939. Some twenty yachts (including three of the Sydney 18-footers) competed and, despite their much smaller sail area, the M Class boats proved themselves the better all-around design. This is especially true in Auckland, where heavy weather is often encountered.

The "Ms" are three-quarter decked, round bilged, and clinker-built of kauri (not less than 11 strakes to a side). Masts and spars are of kauri or pine. Neither hollow spars, jibbooms or bowsprits are permitted. The latter limitations make for ease in handling the one headsail and in setting the spinnaker, which is used also as a reaching jib. Sail area is limited to 250 square feet for jib and mainsail. Only one extra sail, a spinnaker, is permitted, and its size is limited to a 20-foot hoist. (In this connection it is interesting to note that the Sydney 18-footers, which competed with the "Ms," carried several extra sails, including topsails, watersails, gaff-headed spinnakers and ringtails.)

To insure stability, a minimum depth of bilge is required. At a point 9′ 6″ from the outside of the stem and 2′ 9″ from the center line, a minimum depth of 16½″ from the line of the gunwales to the inside face of the planking is required. The rig is usually marconi, but this is optional. The area of the mainsail usually varies between 205 and 215 square feet; similarly, jibs vary in area from 35 to 45 square feet. It is specified, however, that the combined area of the jib and mainsail shall not exceed 250 square feet. The length of the mast is not restricted, and they usually measure about 33′ from truck to step. Only live ballast is allowed, and crew conditions specify a maximum of five and a minimum of three.

In the event that any American yachtsmen might be interested in sponsoring the M Class in the United States, the following rules should be of interest:

The class shall be known as "The Royal N. Z. Yacht Squadron 18-foot Restricted Class." Every boat built to conform to this class, and before she shall be certified as eligible to race in this class, must comply with the following rules and restrictions. Wherever in these rules the size and measurement of any timber to be used in the construction of the boat is given, such measurement is for timber as finished.



New Zealand Herald and Marine Photos

"Mawhiti" planing before the wind. The very thought of a jibe at such a time would weaken the strongest man!

Construction

Every boat shall be constructed of kauri with round bilge and clinker planking (not less than 11 strakes a side). Masts and spars shall be of kauri or pine. No hollow spars allowed. Jibbooms or bowsprits or clubs shall not be allowed. Timbers and finishing shall be of wood (kind, optional). Size of timbers not less than ⅞″ × 9/16″, spaced 6″ or less centers. Centerboard shall be of iron or steel. It may be galvanized or zinc sprayed, but stainless steel or chromium plate (or any other expensive finish) shall not be allowed. Centerboard trunk to be constructed of timber not less than ⅞″ thick.

Measurements

Length over all must be not less than 17′ 9″ and not more than 18′. Beam over all must not exceed 7′ 6″ or be less than 7′ 3″. Depth amidship must be not less than 1′ 8″ from line of gunwales to top of rabbet. Keel must not be less than 1¾″ in depth, and for 50 per cent of its length not less than 6″ broad. Depth from line of gunwales to inside face of planking at cross section must not be less than 1′ 4½″ (measurement to be taken 9′ 6″ from outside of stem and 2′ 9″ from center line). Decking and hatch to be of wood not less than 7/16″ thick covered with canvas. Beams not more than 9″ centers and not less than ⅞″ × 1¾″. Width of side decks (amidships), not less than 1′ 4″, finished and tapered, measured from outer face of coaming to outer face of planking. After-

"Mermerus" close-hauled and with a full crew

"M" boats racing in the 1941 Auckland Anniversary Regaita

deck must not be less than 1′ 8″ from after face of the transom to after face of the coaming. Thickness of transom must not be less than ⅞″. Gunwales at center not less than 2½″ × ⅞″ tapered at ends not less than 2″ × ¾″. Coamings: thickness not less than 9/16″; not less than 4½″ above deck. Centerboard must be not less than ¼″ thick and (excluding arm) to be cut out of a sheet not more than 5′ 3″ long or more than 2′ wide. Cockpit length must not exceed 8′. Hatch to be not less than 4′. Inside flooring to be the width and length of the cockpit and hatch, close boarded to a thickness of not less than ⅜″. Watertight bulkheads or tanks to be constructed at stem not less than 6 cu. ft. and at stern not less than 6 cu. ft. Planking not less than ⅜″ thick.

Sails

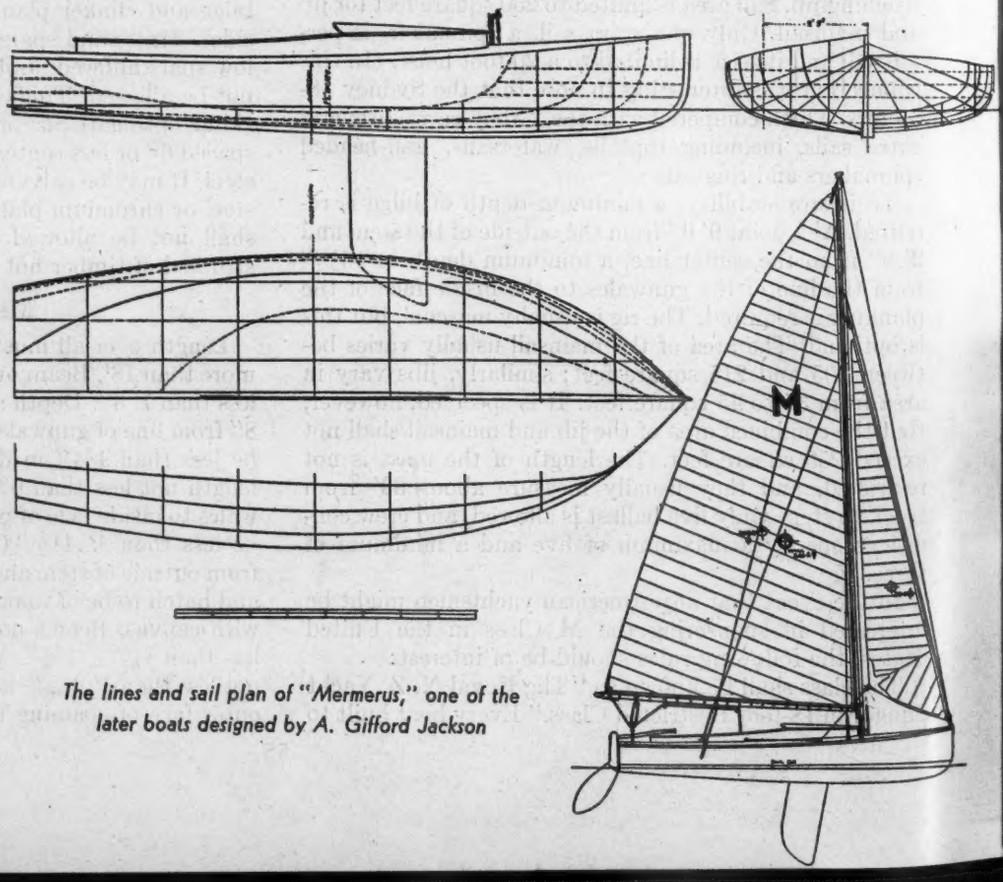
The sails that may be used shall be mainsail, jib and spinnaker. No other sails shall be used. After having once been measured and passed as coming within the restrictions, sails shall not be subject to remeasurement save where by subsequent alteration they may be likely to have been increased or decreased in area. The total area of mainsail and jib shall not exceed 250 square feet. The area of the mainsail shall not exceed 215 square feet. In measuring the mainsail, no account shall be taken of the head block. The hoist of the spinnaker is not to exceed 20′ from deck at mast. Boom length from mast not to exceed 14′. The same spinnaker shall be used throughout each race.

Ballast

Only live ballast is allowed. Crew: maximum 5, minimum 3.

Measurement & Classification

Plans of proposed boats to be submitted to the Measurers of R.N.Z.Y.S. for approval and endorsement. Plans shall be returnable to owners upon endorsement and shall be treated as confidential. The plan of every proposed boat shall show a genuine intention to conform to the class and the R.N.Z.Y.S. shall have absolute discretion to refuse endorsement of plan and issue of certificate if, in their opinion, the boat does not conform to this clause. The measurement shall be conducted by the official measurers of the R.N.Z.Y.S. Certificates shall be issued by the Royal New Zealand Y.S., and no boat shall be eligible to race until this certificate is issued.



The lines and sail plan of "Mermerus," one of the later boats designed by A. Gifford Jackson

Rosenfeld

The first stage in making a sail. The individual cloths are laid down on the loft floor, ready for marking. Awls are used to locate the sail's boundaries

SAILS AND SAILMAKING

Part IV — The Sailmaker's Art

By W. H. de FONTAINE

WHEN, in your ramblings among your favorite boat yards in the early spring, your steps take you across the threshold of the local sail loft, into that atmosphere of quiet and cleanliness where the sweet odor of tarred rope and new sailcloth fills the nostrils, you are stepping back through the years as well, for here you will find working conditions, methods and tools that differ little, if at all, from those employed in the days of Good Queen Bess. There is the clean, gleaming floor of the loft where the sails are laid down and the quiet, unhurried industry of the men and women at their tasks, just as they have been from time out of mind.

Here a battery of sewing machines is sewing light sails. In many lofts this work is done largely by women

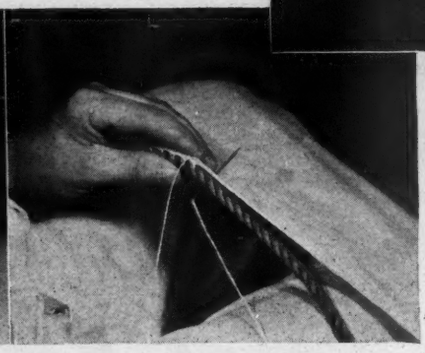
The drawings supplied to the sailmaker by the yacht designer usually show the over all dimensions of the sails, the number of battens and reefs and, perhaps, the amount of roach (or outward curvature of the leach), and that is about all. Perhaps the designer will specify the weight of cloth to use for the different sails or perhaps he will not. A well-made sail is not a flat, lifeless thing such as is shown on the plans, it is a sensitive organism, pulsing with life and vitality and changing its shape in sympathy with every change in wind force or humidity. Sometimes it hangs limp and forlorn in baggy wrinkles and at others, when the wind pipes up, it is distended to its utmost, like the well filled waistcoats of the late lamented, plush bottomed clubmen we used to hear about. Indeed the sails, even poorly made ones, are the most alive things about any boat, and a beautifully cut suit of sails is a joy to behold.

Frequently I have observed that glow of secret pride which seems to suffuse a master sailmaker when he sees the glorious results of his handiwork distended to the summer breeze, with never a wrinkle to mar their perfection. And well he may be proud, for to him, and to him alone, is due the credit. It is his "know how"—his art, if you will —that fashions the lively sails from

Rosenfeld

Left, and below: the stitch is to the left and upwards, the cloth below being "ticked" with the point of the needle in passing. The bench hook holds the cloth against the thrust of the needle. A master sailmaker can sew about three yards of finished seam in an hour. Right, and below: in roping, the needle is passed carefully between the strands of the rope. Note the bench hook in action

All photos by courtesy of Ratsey & Lapthorn



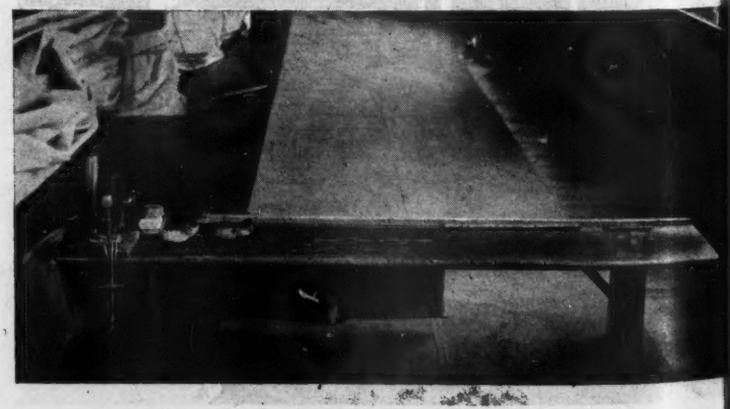
the dead drawings of the architect. Only he knows how much draft to allow here, how much to ease those seams there, the proper amount of pucker the sailcloth requires to allow for the stretch of the bolt rope — and it is those things, taken together, that make or mar a suit of sails. And a lifetime is none too long in which to learn the art.

To be sure, the sewing machine has usurped, to a degree, the fine hand work of the master sailmaker, but only in part; it is surprising how much of the work on a high grade modern sail is done in the old way, with palm and needle. In fact, the best sails that can be bought are all hand-sewn, the reason being that the seams of such sails are much stronger and, where the sails are to be exposed to really hard usage, as in a long ocean passage, it is well worth the difference in cost since they will wear much longer. When the stitching of a hand-sewn sail becomes chafed through (a thing that may happen to the best of them), it does not tend to unravel or spread along the seam, as the machine-sewn seam does under the same conditions. This fact alone might be enough to warrant the extra cost of a hand-made sail in certain circumstances. For the average racing, day sailing, and longshore cruising boat, however, machine-sewn sails are entirely satisfactory and are the kind most commonly used.

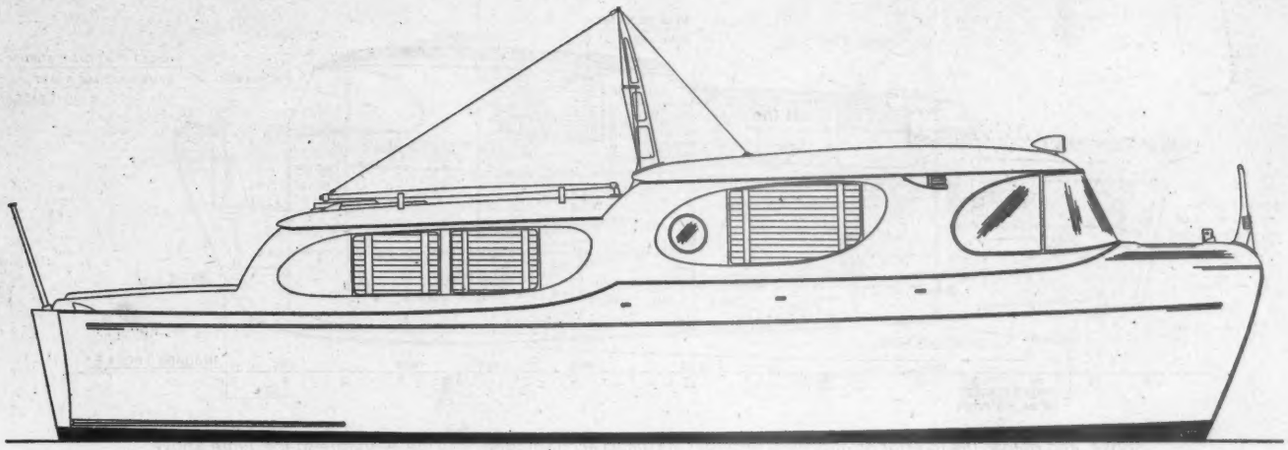
The needle in a sewing machine moves in a vertical direction and pierces the cloth beneath it wherever the point of the needle happens to strike. In sailcloth of less than 10-ounce weight this is of minor importance, as the cloth is not so closely woven that the individual yarn is liable to be split. In heavier weights, however, this tendency of the machine needle to plow through wherever it strikes is a disadvantage since, in these heavier sailcloths, the yarns are more tightly twisted and are woven more closely, with the result that they are frequently split by the passage of the needle. Also, the additional stress put upon the thread in passing through the yarn, instead of between yarns, sometimes causes it to break. When the stitch is finished, the thread lies upon the surface of the sailcloth and is, therefore, exposed to chafing from lifts, halliards and other rigging. The reason for this is that it is impossible to put sufficient tension on the machine thread to pull it tight enough to imbed it in the yarns of the sailcloth. Furthermore, machine thread is not sewn double, nor is it waxed.

Let us consider for a moment the technique of hand sewing as practiced by a master sailmaker. With the cloths to be sewn held over his knees and kept taut by a bench hook on his right side, he pushes his triangular shaped needle to the left and toward himself, taking care that its point passes through between the yarns of the cloth. This needle, whose edges are carefully rounded to prevent cutting the cloth, has been threaded with the finest cotton sail twine, carefully waxed with a combination of beeswax and a very small amount of pitch, and the double sail twine was given a good twisting between hand and thigh before stitching commenced. Not only are touch and sight employed in this operation but hearing as well for, after the point of the needle passes through the lower piece of canvas, it has to be as carefully eased through the second layer (also between the yarns) and back up, for an overhand stitch. Extreme care has to be exercised at this point to prevent the excess material of the sail, which lies under the part being worked upon, being gathered into the stitch being taken. Here is where the ear comes in for, after the needle point passes through the sailcloth, the sailmaker deliberately "ticks" the cloth beneath with the point of his needle. Not only does he feel this contact with his finger tips but he also hears it. Thus he

(Continued on page 104)



A typical sailmaker's bench. Showing are fids, marlinespikes, bench hook, roping and seaming palms, wax, and sail twine. Note the pillar wrapped with canvas to protect sails from possible contamination



One of the advantages of the layout is that the deckhouse provides maximum visibility for the man at the wheel. The windshield and first window are of clear plastic

YACHTING'S DESIGN CONTEST

FIRST PRIZE: A POWER CRUISER BY A PROFESSIONAL DESIGNER

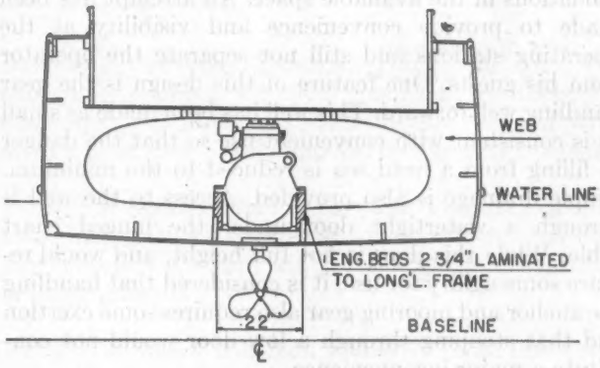
DESIGNED BY GEORGE J. FINCK

Judge's Comment: The designer's drawings and the accompanying description high light the outstanding characteristics of this interesting cruiser. In our opinion she possesses those qualities which will make her attractive to the discriminating skipper. The designer's treatment of many details, such as the arrangement of the forward cabin, is of particular interest. A not unimportant detail is that she has been designed so as to be eminently suitable for mass production.

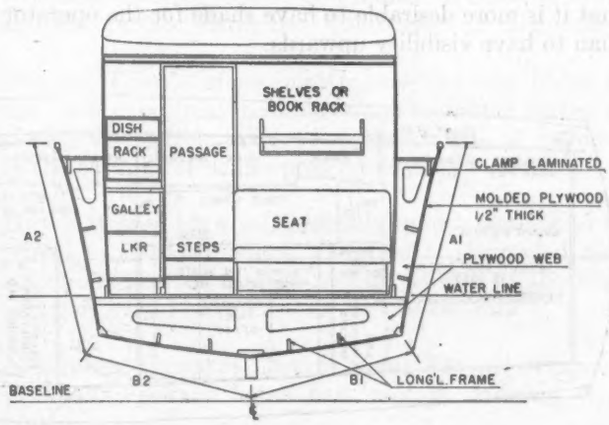
Designer's Comment: This design is of a high quality stock cruiser which may be mass-produced at moderate cost. Dimensions are: 34′ 0″ o.a., 32′ 0″ l.w.l., 11′ 0″ beam and 2′ 8″ draft. The arrangement shown, while considered the most desirable, must necessarily be only one of several arrangements possible for this hull.

The planking is of molded plywood. This would appear to involve a large initial expense but it is probable that the work could be subcontracted to one of the large aircraft manufacturers. The type of hull employed is a modified V-bottom in which the chine becomes round forward, thus providing easy seakeeping qualities and efficient performance. The hull is framed longitudinally, and great strength combined with light weight is obtained through the use of laminated longitudinals. These members are erected on transverse webs and the bulkheads are constructed of waterproof plywood.

Since on small cruisers of this type the deckhouses are continuous throughout most of the length of the ship, they should, for efficiency, furnish part of the strength



Above, a conventional engine is shown but the designer suggests one of the horizontally opposed type for mass production. Below, the "shell" of the hull is made up of four pieces

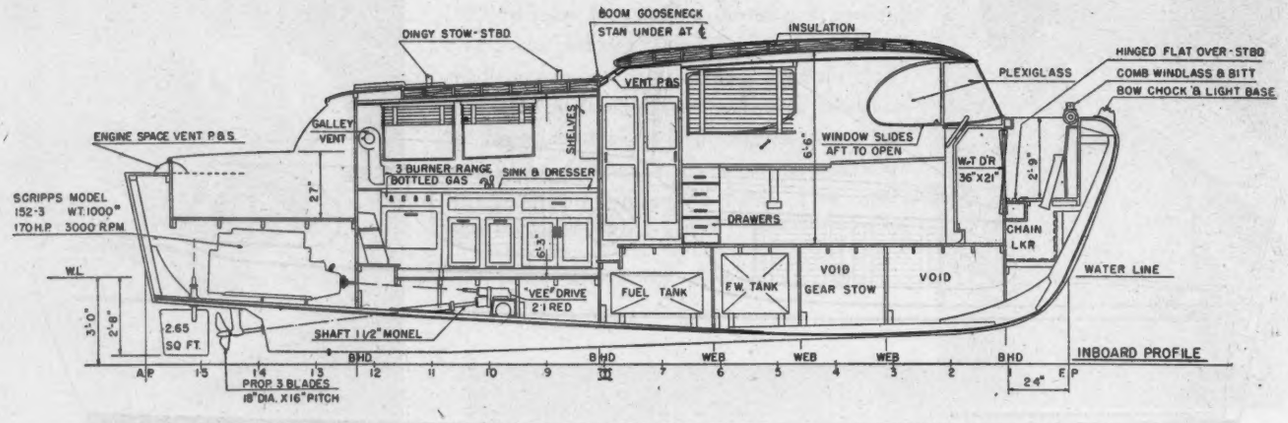


The following pages, 59 to 63, contain two of the prize-winning designs in YACHTING's Design Idea Contest. The conditions of this contest, which were described on page 48 of the December, 1943, issue, specified first, second, and third prizes to be awarded in each of the following categories:

— Both *Amateur* and *Professional* awards for

— A cruising auxiliary, not over 35′ o.a., and a power cruiser not over 35′ o.a.

The design awarded the first prize for a cruising auxiliary by a professional architect was published on pages 34 to 36 of the May, 1944, issue. The remainder of the prize-winning designs will be published in subsequent issues.



Above, and below, the interior arrangement provides maximum accommodation in the available space. Note above, the forward cockpit for handling ground tackle and below, the convertible double bed in the forward stateroom

of the ship. In this design, the lower half of the deckhouse has been used for this purpose and the conventional shelf and clamp assembly has been reduced to a relatively light clamp. A tentative erection sequence provides for an assembly of the lower half of the deckhouse which is structurally rigid in itself, and in which most of the joinerwork can be assembled easily. This unit can be placed in a prefabricated assembly of the web frames, longitudinal frames, chines, keelson, and clamps which in itself will be rigid enough for handling. The "shell" is added as one of the final operations. It is made up in four pieces so that the required shape will not be too complex. This also has an additional advantage in that if his boat be damaged, it would be possible for an owner to have a section shipped from the factory.

The arrangement shown provides maximum accommodations in the available space. An attempt has been made to provide convenience and visibility at the operating stations and still not separate the operator from his guests. One feature of this design is the gear handling well forward. This well has been made as small as is consistent with convenient use so that the danger of filling from a head sea is reduced to the minimum. Ample drainage is also provided. Access to the well is through a watertight door under the hinged chart table. While this door is not full height, and would require some agility for use, it is considered that handling the anchor and mooring gear also requires some exertion and that stooping through a low door would not constitute a major inconvenience.

The windshield and the first window, which is also curved, are made of clear plastic so that maximum visibility may be obtained. The windshield has not been extended into the cabin top, since it is considered that it is more desirable to have shade for the operator than to have visibility upwards.

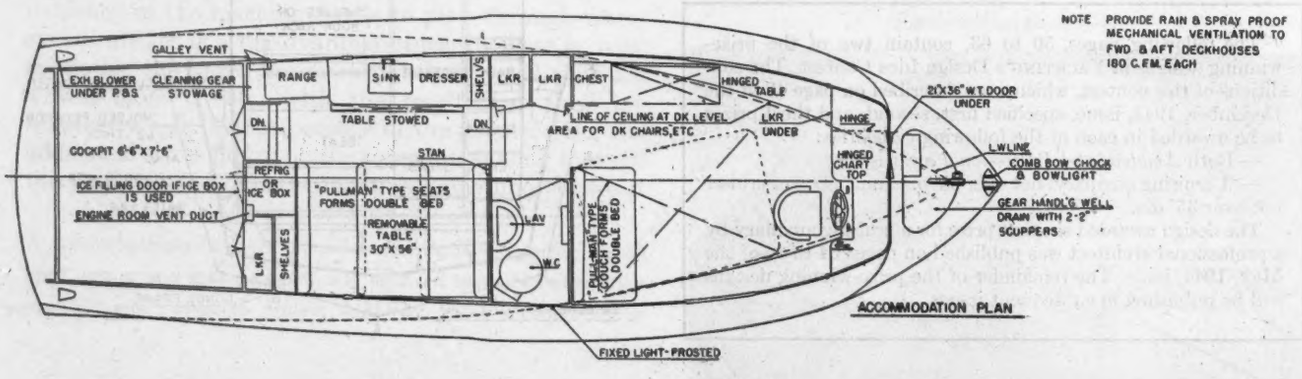
The galley is large; a shower could be added to the lavatory without drastically revising the arrangement. Sleeping quarters are arranged so that each has locker facilities and so that the privacy of separation is obtained. The lavatory is equally accessible from either "stateroom" so that it is not necessary to pass through a berthing space to use its facilities at night.

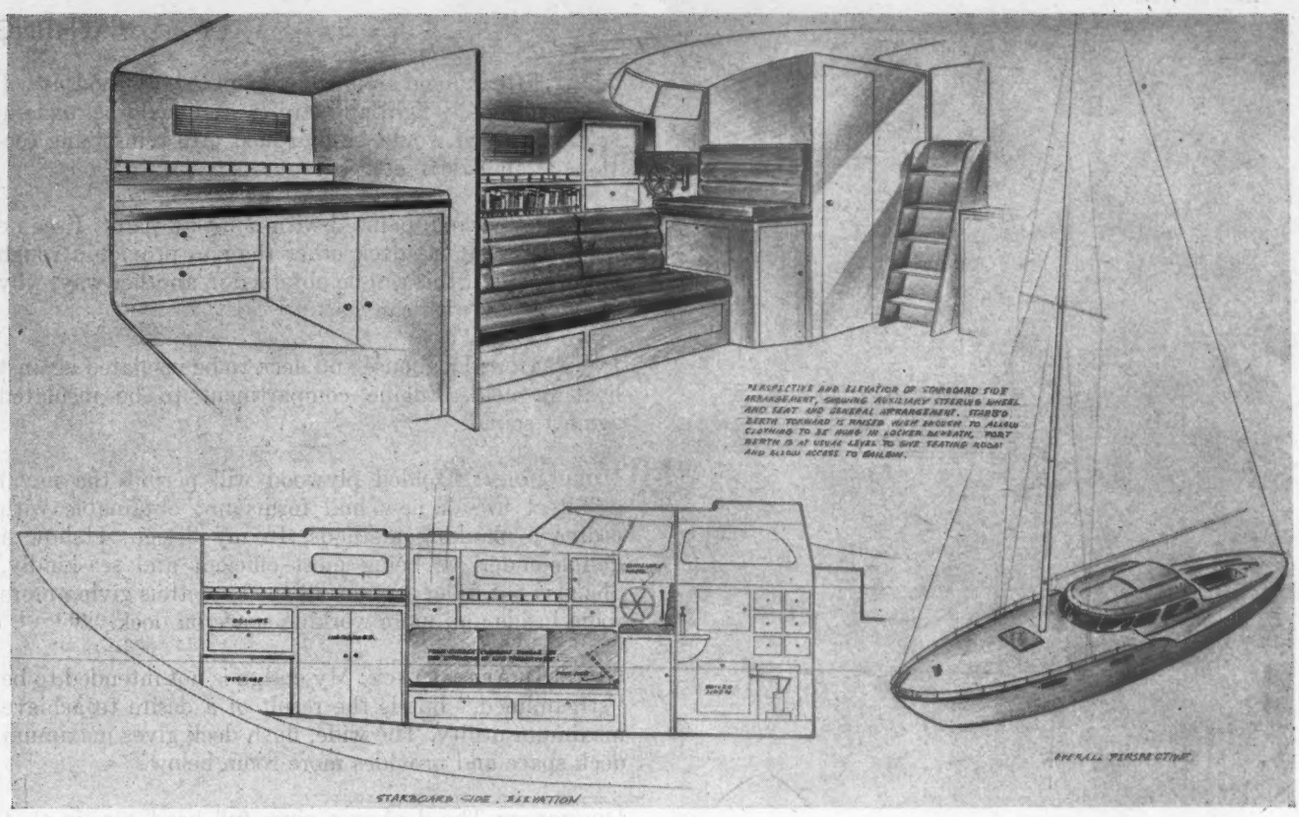
The use of modern materials in yacht building has not yet been fully explored but many of them have highly desirable qualities. Much of the hardware and interior trim would be plastic. Although they have not been shown on the design, it might be desirable to provide watertight flush skylights made of transparent, or perhaps translucent plastic in the tops of the deckhouses.

The deckhouses will be insulated for comfort in all seasons. The engine will be rubber-mounted and the engine space will be well soundproofed. The strut bearing will be of the "cutless" rubber type.

The engine arrangement shown is conventional. As yet, there are no promises of radical changes in engine design. A proposed arrangement is suggested in the drawing on page 59. The power plant consists of a single engine for lightness in weight and simplicity. This engine could be of the horizontally opposed type which would be compact. Placing it in the stern removes it from the rest of the vessel and would counterbalance the weight of the forward deckhouse. While the installation would be expensive until standardized for mass production, it would be desirable to use coaxial contra-rotating propellers. This unit would increase the propulsion efficiency as high as perhaps 15 per cent and would reduce the draft at least three inches.

Throughout this design every effort has been made to save weight. If this principle be carefully carried out, the speed available from an economical amount of power may be even more gratifying than is anticipated.




PERSPECTIVE AND ELEVATION OF STARBOARD SIDE ARRANGEMENT, SHOWING AUXILIARY STEERING WHEEL AND SEAT AND GENERAL ARRANGEMENT. STARBD BERTH FORWARD IS RAISED HIGH ENOUGH TO ALLOW CLOTHING TO BE HUNG IN LOCKER BENEATH. PORT BERTH IS AT USUAL LEVEL TO GIVE SEATING ROOM AND ALLOW ACCESS TO SAILBIN.
STARBOARD SIDE - ELEVATION
OVERALL PERSPECTIVE

General perspective of exterior and interior and starboard elevation. Note the auxiliary steering position at raised seat in main cabin. Starboard berth in forward cabin is raised, port berth is at usual level to provide sitting height and to give access to sail bin

FIRST PRIZE: A CRUISING AUXILIARY BY AN AMATEUR DESIGNER

DESIGNED BY WAYNE BAGLEY, *Cpl., A.U.S.*

Judge's Comment: This interesting design of a cruising auxiliary, measuring 34′ 3″ l.o.a., 26′ 0″ l.w.l., 10′ 6″ beam, and 3′ 8″ draft, has combined successfully two features which appear to be desired by an increasing number of American yachtsmen: a hull which incorporates both a raised deck and a centerboard.

Both the drawings and the accompanying description warrant careful attention, particularly with respect to small, yet all-important design details. The cabin arrangement is of unusual interest, as it specifies accommodation arrangements normally found in a boat of greater dimensions. There is a maximum amount of stowage space, with proper attention being given to small lockers and drawers.

Here is another instance where a molded hull has been specified, a construction detail which is of special interest in view of the successful molding of the Luders' experimental boat which will be launched shortly. Mr. Bagley has also indicated a preference for a mast of molded plywood, and has indicated how it can be made in sections and scarphed into reinforcing sections at the spreaders — a suggestion which may dispel the opinion that such a spar would be of insufficient strength.

Provision has also been made for the insulation of both doghouse and deck as well as engine room. It is our belief that some type of insulation will be an important consideration in the post-war cruising boat.

It should be pointed out that certain details specified by the designer require further clarification before they can be accepted as entirely practical. A case in point is Mr. Bagley's method of "zipper" reefing.

Designer's Comment; LENGTH: Thirty-four feet. Big enough for comfort, yet small enough to handle easily. She's equally at home on a short offshore run, or poking along a little river. Easily handled by one or two persons.

DRAFT: Three and a half to four feet. Permits exploring those little harbors, streams and inlets which boast only five or six feet of water, and yet offer the most enjoyable cruising ground.

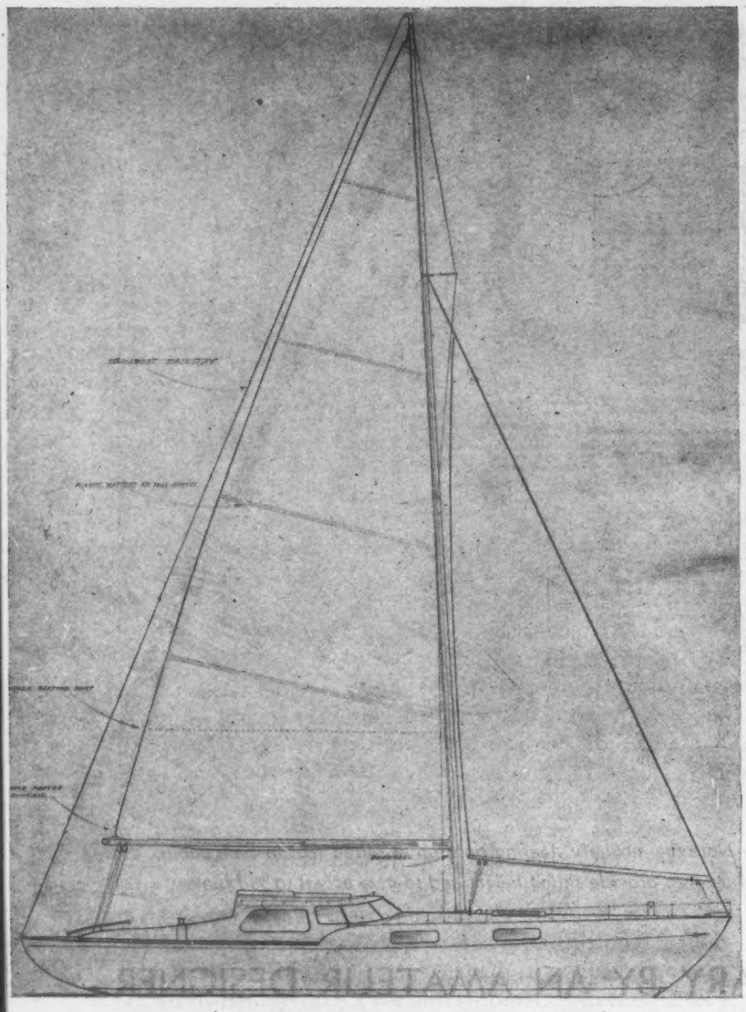
BEAM: Ten and a half feet. Plenty of room inside and out, and plenty of storage space. She should be little, if any, slower than a narrow, deep keel boat.

STORAGE: Something too often overlooked. There are two large hanging lockers and numerous small drawers and lockers. No "living out of suitcases" in this packet.

BERTHS: Four. Airfoam mattresses. The seat backs in the main cabin may be used to make double berths (a shelf pulls out from under to support them), as cushions in the cockpit, or as life preservers.

HULL: Molded plywood, probably in two sections to be joined to the keel, which would be of laminated construction. The few frames needed, as well as the bilge stringers, could be molded as part of the hull.

DOGHOUSE, HATCHES, CENTERBOARD TRUNK: Of molded plywood. Forward hatch has inset of non-skid clear plastic.



Above, the streamlined mast is made of molded plywood. Below, the various constructional details show both novelty and ingenuity

MAST: Streamlined and made of molded plywood. It will be exceptionally light and strong, and could be made in sections which would be scarphed into reinforcing sections at spreaders, etc.

DECKS: Plywood, painted with non-skid paint. I see no need for a canvas deck other than to provide a rough surface, and if this can be obtained in another way, why not do away with canvas?

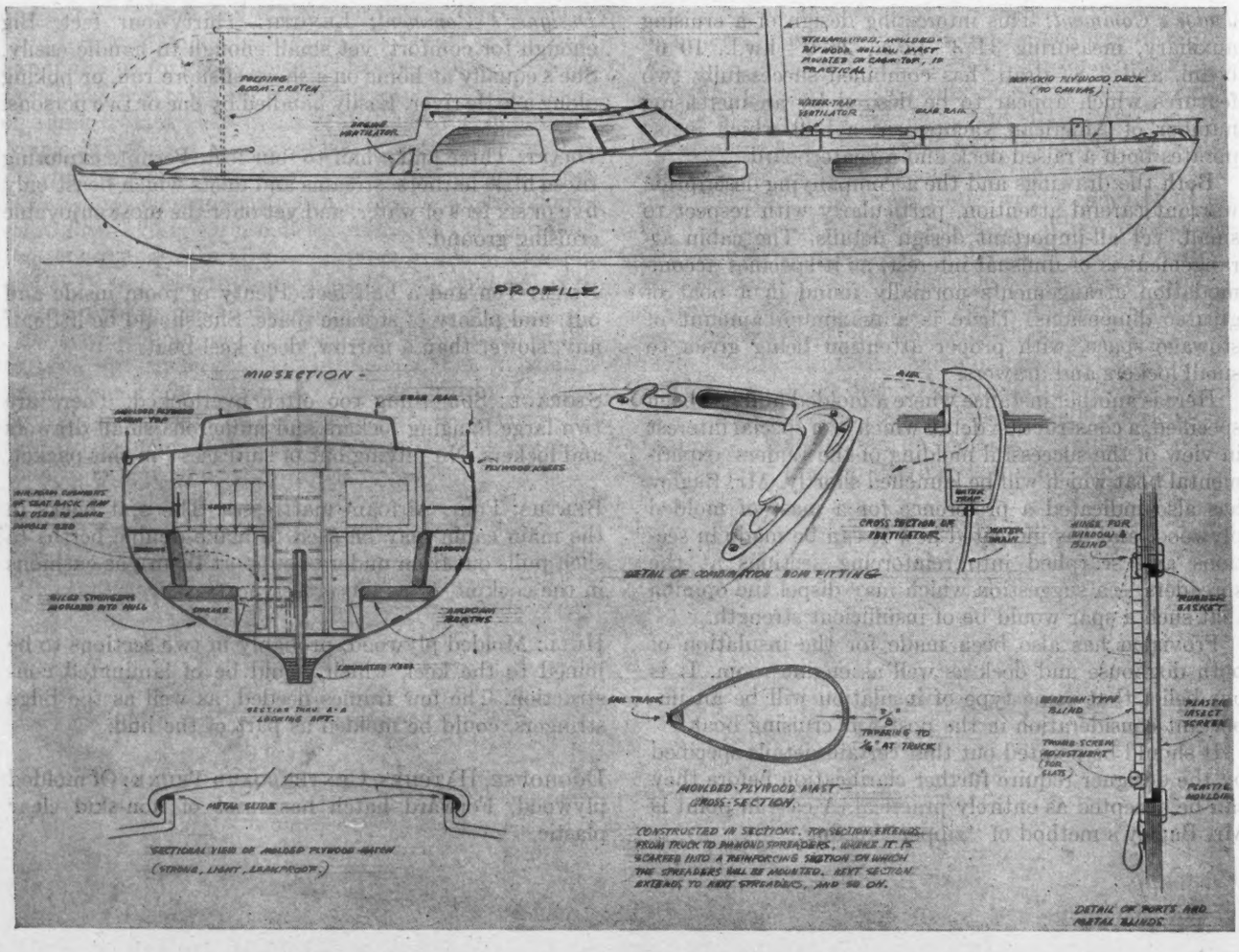
INSULATION: Doghouse and deck to be insulated against heat or cold. Engine compartment to be insulated against sound.

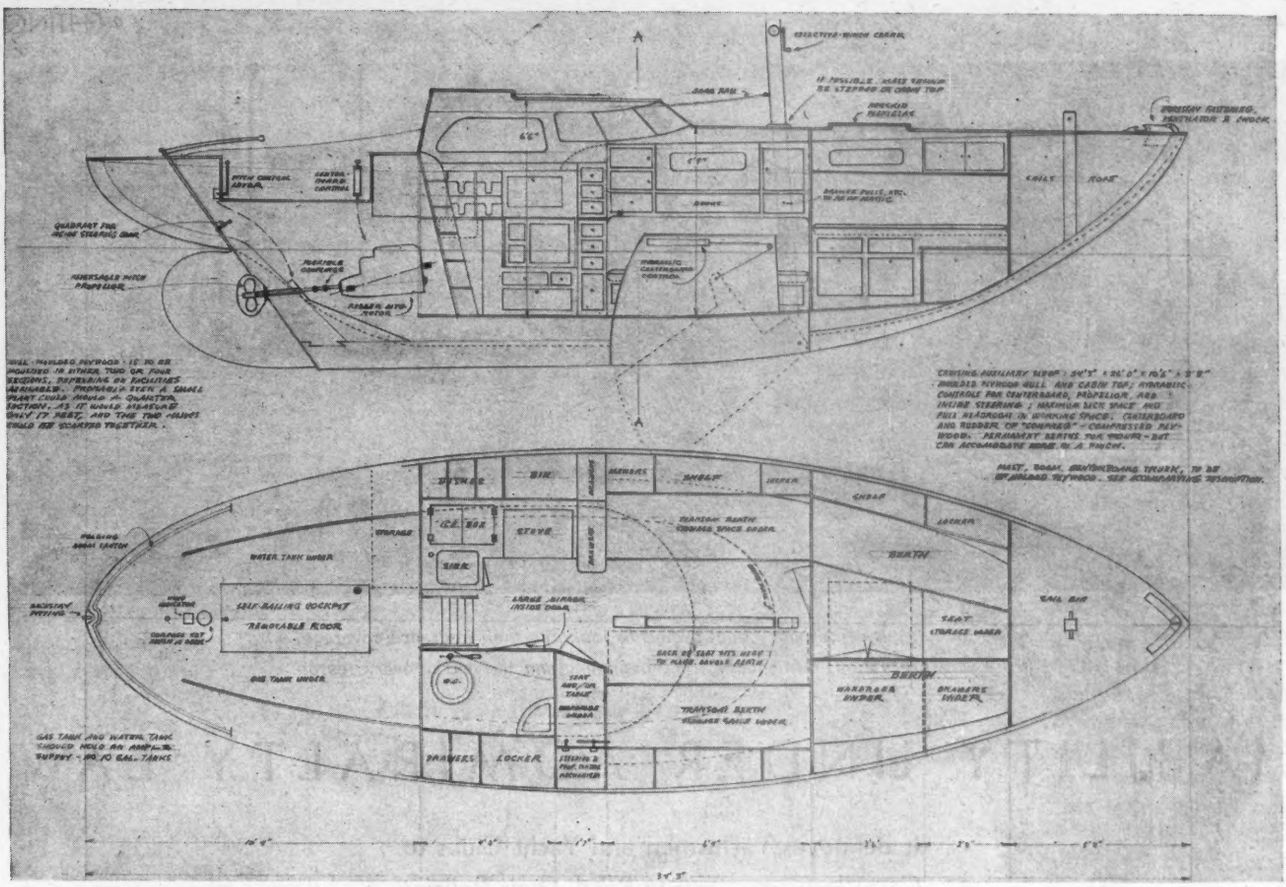
HULL FORM: Molded plywood will permit the naval architect use of new hull forms not obtainable with ordinary planking methods. In my design, I show a double-ender, as being most efficient and sea-kindly. She also has fuller sections at the bow, thus giving more room inside and more working space on deck.

GENERAL APPEARANCE: My design is not intended to be "streamlined," but is the result of a desire to achieve maximum utility. The wide, flush deck gives maximum deck space and provides more room below.

DOGHOUSE: The doghouse gives full headroom in that part of the interior where it is most needed. If a deep keel hull were to be used, full headroom throughout would easily be arranged. The large windows admit plenty of light and give full view ahead and to the sides, making possible the inside steering controls.

INSIDE STEERING CONTROLS: Something which is desirable in every cruising auxiliary. If you've ever plugged





Compactness is the keynote of the cabin plan. There are accommodations for four and an unusual amount of locker space

along under power for five or six hours in a good rain, huddled out in the cockpit, you will understand what I mean. Controls are hydraulic, there are no chains, blocks, sheaves, etc.

PROPELLER CONTROLS: The propeller is fully reversible, doing away with clutch and reverse gear. Set it crosswise to start motor; feather it for sailing. Hydraulic controls to cockpit and inside steering position.

CENTERBOARD: I think the main objection to centerboards is their inconvenience. The first centerboard was operated by brute force, as have been all its children. This one is raised and lowered by a hydraulic pump. Turn a valve and it drops; a few strokes on the pump and it is raised. The centerboard itself is of compressed plywood, as there is no need pumping a couple of hundred pounds of iron up and down.

MOTOR AND DRIVE SHAFT: Motor is rubber-mounted so that it pivots through center of gravity. Why mount a motor rigidly so that it shakes the whole boat? The difficulty of the shaft being thrown out of line by non-rigid mounting is taken care of by universal joints, which should also do away with the all-too-common "hot-box." Cockpit has removable floor for easy access to motor compartment.

WINDOWS: Windows and portholes of double glass. This feature provides insulation and prevents fogging.

BLINDS: Windows and portholes are fitted with venetian-type metal blinds with thick metal slats. They permit good vision when open and offer further insulation when closed, as the metal surface will reflect the sun's heat.

VENTILATION: Forward hatch to be arranged so that it may be opened and secured in any direction to take advantage of the wind direction. Deck ventilators to be cast with water trap and drain.

STOVE: Solid fuel or oil-burning stove for cooking and heating cabin.

SAILS: Nylon fabric, to resist mildew. There is a jib-boom, so the jib handles itself. Both sails are loose-footed.

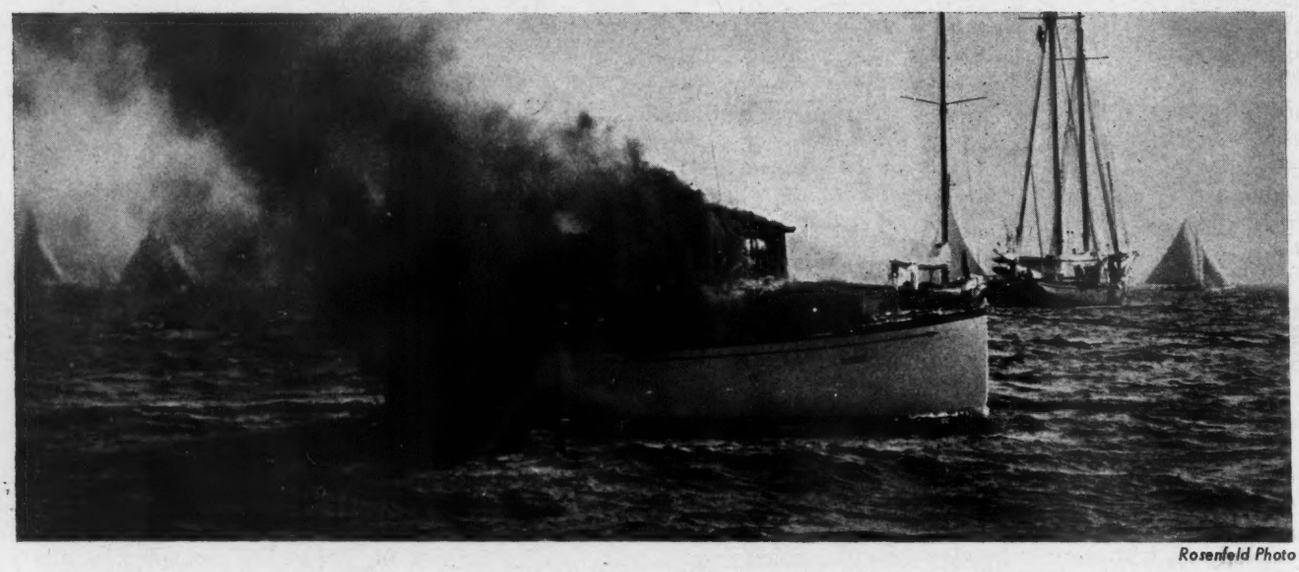
REEFING: A plastic zipper is used. Fasten the clew and tack above the reefing point and zip off the extra sail to get it out of the way. The sail should set as well reefed as fully extended.

BATTENS: Long, plastic battens, somewhat à la Dr. Curry.

COMPASS AND ELECTRIC WIND INDICATOR: As an aid to the helmsman, these two essential items are set in the deck near the tiller. The electric wind indicator is a great convenience when sailing at night.

BOOM CRUTCH: There is a hinged pipe boom crutch which is quickly available or quickly put out of the way.

WINCHES: Two halliard winches are mounted, one on either side of the mast, and are connected by gears to a crank mounted on the forward side of the mast. A lever connects the crank to whichever winch is to be operated.



Rosenfeld Photo

A fire such as this causes many boat owners to look into their insurance coverage. It is a wise precaution, particularly at the beginning and the end of every season

LIABILITY UNDER ADMIRALTY LAW

It Behooves Yachtsmen and Yacht Clubs to Carry Insurance, and to Read Their Policies

By RUTH BRINDZE

IF, SOME BAD DAY when the wind is on the nose and head seas are flooding the decks, your shipmate runs forward and breaks a leg, are you, the owner, legally required to pay for the damage? Or, if a strong-armed guest volunteers to break out the anchor but during the process breaks the windlass, and incidentally his wrist, can he, if he would, go to court and collect from you?

Since you may dislike guessing games as much as I, the answers to these hypothetical nightmares will be given forthwith. To the first, the answer is no; since it was not the skipper's fault that the deck was skiddy, he can hardly be held to blame for the accident. But liability for the second accident, or, in other words, who pays whom, is not quite so easy. It may depend on whether the windlass was faulty, and the skipper knew it, *or should have known it,* when he accepted his guest's offer to get up the anchor.

If the law applying to small craft, and those who sail them, were all so logical, there would be little reason to say more about it. But it isn't. It has twisty channels and shoals on which a skipper may go hard aground if he doesn't watch out. I am not, the gods forbid, a sea lawyer; nor am I a member of the official legal fraternity known as the Bar. But, having a healthy curiosity about anything maritime, I decided to look further into the legal rights and duties of a small-boat sailor. And this is what I have found.

As soon as a man leaves the land and steps aboard a boat, be she ever so humble, his legal rights and duties undergo a change. Although he may never sail beyond sight of a harbor, the skipper, his guests, paid hand and the boat are governed by the rules developed for the protection of big ships and the men who sail them on the high seas. This is fair enough, since there is a kinship between all boats, but it leads to complications.

There is, for instance, the beneficent rule in admiralty law which limits an owner's liability for an accident to the value of the ship. No one was thinking of small pleasure craft when this law was enacted, but it applies to them just the same. When Congress passed the Limitation of Liability Act, its thoughts were with the merchant marine and, specifically, with the means of encouraging it. It was enacted "to promote the building of ships, to encourage persons and corporations to engage in the business of navigation, and to enable interests in this country to compete on an equal footing with England and the countries of continental Europe." Until the passage of the law, the owner of a fleet might have to sell several, or all, of his ships to pay a successful suitor the amount awarded by the court. By limiting liability to the value of a single ship, Congress hoped that businessmen would be encouraged to invest more money in their fleets and to build bigger, and better ships. The status of a small boat owner is not comparable. Yet if an accident occurs, and he can prove that it was not caused by his personal negligence, no one can collect more, under the federal rule, than the value of the boat.

Before continuing further, I had better say something about the dual jurisdiction of the federal and state courts over maritime cases. Reduced to its simplest terms it amounts simply to this: either may mete out justice but, unless the defendant's personal negligence or liability on a personal contract is proved, the federal

court will, if requested, limit its judgment to the value of the ship. In fact, the federal court may, in a proper case, enjoin the prosecution of a suit in the state court and proceed to award relief according to the principles of admiralty jurisdiction itself. This right of petition to the admiralty (federal) court is particularly valuable when an accident has occurred on a yacht which has a comparatively small cash value. The first legal skirmish in such cases is often fought over the choice of the court which is finally to pass judgment.

This happened in a case involving a 19-foot motor boat. The boat had been cruising off a beach and had picked up a swimmer to give her a ride. Unfortunately she slipped overboard, got mixed up with the propeller, and died of her injuries. In the suit that followed, the owner successfully petitioned the federal admiralty court to take jurisdiction, the judge ruling that the motor boat came within the definition of a "vessel" as used in the statutes. He then found that her owner was entitled to a limitation of liability which, as a practical matter, meant that the claimant's cause was lost, for the value of a nineteen-footer could hardly be enough to compensate for a fatal accident.

But in the federal courts the owner gains the advantage of the Limitation of Liability Act only if he can prove that he was personally blameless even though negligence of a competent employee or repairmen may be responsible for the accident. And this is a good deal easier to talk about than to do. For an owner may honestly believe that he has done everything possible for the good of man and ship and yet the judge may say that he has been negligent. Anyone whose boat has suffered from chronic motor trouble can sympathize with the owner of a motor cruiser who puttered from repairman to repairman and then was told that he had not taken proper care. It is easy enough to read the story of this man's unhappy cruise between the lines of the court's decision. He was a tyro, and he started out bravely for a cruise up the Hudson River with his son, his brother, and three friends as crew. Everything was hunky dory until the ship's head went out of commission, the searchlight refused to work, and the water tanks sprang a leak. Almost immediately after these repairs had been completed, the boat went hard aground, and had to be pulled off. That appears to be all the trouble experienced on the outward passage. On the way home the motor began to spit and sputter and the cruiser put in at the same repair shop where her previous ills had been remedied. At Poughkeepsie the motor again required attention and the gas tanks were filled. A little further down the river, at Nyack, the cruise was punctuated with another call for repairs, and here the owner left her, but his son, one of his friends and the owner's brother, stayed on board.

On looking things over, the son discovered that the gas tanks were empty, and that the bilge was full. He immediately began to pump but he stopped when he saw a sign prohibiting pumping in the basin. The stage was now set for the blow-up. When the mechanic tried to start the motor, a spark caused an explosion in which the mechanic and the son's friend were injured. In the suit that followed, the owner was held to have been negligent because he had made no examination of the gas lines after the grounding, and had not told each repairman of the previous trouble he had had, including the disappearance of large quantities of gas from the tanks. Furthermore, said the court, he was negligent in "leaving the vessel in the custody and control of a boy of immature years." Because of all the circumstances, the court refused any limitation of the owner's liability and a judgment was awarded against him personally.

Even at the risk of making yachtsmen explosion-morbid, I am going to recount the facts in another explosion case as it points up some basic rules on the relationship of owners and guests. This one might be entitled the crabbing expedition. The party started up a river where the crabs grow fat and succulent but when they arrived at the right spot the boat went aground. The tide was running out (it always seems to be on such occasions) but neither the owner nor any of the other crabbers were concerned because the fishing was to be done from the dinghy. By the time the party was ready to start for home, the boat was again afloat and the owner took the wheel while the other man in the party was forward to get in the anchor. He never completed his task for, when the motor was started, there was a flash and an explosion. The owner paid his guest's hospital bill but, several years later, the injured man decided to sue for damages. Then he testified that when they returned to the boat he and his wife had smelled gas which he presumed might have leaked out when she was aground. The owner denied that there had been any odor of gasoline and the court accepted his version. After deciding that the owner was not to blame, the court made the following interesting observation:

"The relation of the owner of a boat and those invited to join a junketing trip is often a peculiar one. The boat must be managed and guests, if familiar with the handling of boats, act as members of the crew. Such was the case here, and the libellant was hurt while acting as a member of the crew. The host and guests were common adventurers, much as if two or more together hire a boat. They are both hosts and guests."

(Continued on page 106)

Liability for various types of mishaps can be insured against in the following manner:

"Hull" insurance covers loss or damage to your boat and to other yachts with which she may collide.

"Protection & Indemnity" insurance covers liability for personal injuries or death resulting from an accident to guests, paid crew or "independent contractors." The latter are independents employed neither by the yard nor by any other boss who usually undertakes a job on a contract basis. The P & I endorsement likewise covers damage to docks and other fixed property.

"Longshoremen's" coverage insures against liability for accidents suffered by yardmen and other employees who come on board to do a job while the boat is afloat or on shore. Since there may be legal quibbling as to the classification of a worker, the endorsement of a policy to cover those coming under the Longshoremen's & Harbor Workers' Act is, in addition to the P & I clause, a wise precaution.

A club's insurance against liability may be obtained in various ways and the method selected is up to the committee and to the broker. A club's policy should cover any liability which the club may incur as a result of personal injury or property damage occurring on the club premises, grounds, floats, piers and boats.

"SEA URCHIN" vs "RED HED"

A Review of a Famous Protest

By GEORGE E. HILLS

Author of "The Sailing Rules in Yacht Racing"

IN THE LATE summer of 1940, two young racing skippers, by the simple act of bumping beam to beam in light air and a smooth sea, gave rise to perhaps one of the most famous protest cases in American yachting history; and thereby unwittingly served to clear up one of the most debated points of yacht racing law.

The foul occurred between two 15-foot jib and mainsail yachts, each with skipper and a crew of two. Spinnakers were not used. The Vineyard Haven Yacht Club Race Committee disqualified W (*Sea Urchin*), and exonerated L (*Red Hed*). The Appeals Committee of the S.M.Y.R.A. upheld W's disqualification and, in addition, disqualified L under Rule 30 (C), 2nd sentence, and Rule 1 "for causing a collision which she alone because of inefficient handling on the part of W, could have avoided." The Executive Committee of the North American Yacht Racing Union upheld the disqualification of L, but exonerated W.

The recent decision of the Committee on Racing Appeals of the Union, elected on June 10th, 1942, to relieve the Executive Committee of the burden of deciding appeals, reversed the July 11th, 1941, decision of that Committee and affirmed the decision of the V.H.Y.C. Race Committee. It confirms the contentions of those American yachtsmen who refused to recognize the prior decision as good yacht racing law. It holds that under *overtaking-to-leeward* conditions:

(1) The obligation of the overtaken yacht not to sail below the course prescribed by Rule 29 (7) to be proper is a continuing one, from the time such conditions arise until they terminate; and this regardless of whether she is considered to be sailing a continuous proper course or a succession of proper courses.

(2) There is only one *prima facie* proper course for the overtaken yacht, below which she may not sail without proving justification for such deviation.

(3) The overtaken yacht may be held guilty of bearing away below her defined proper course without actually altering course to leeward.

(4) The question of motive in sailing below the defined *prima facie* proper course is material only as bearing upon the question of justification for sailing a more leeward course. Whether or not there is any justifiable excuse for so sailing is a question which affects only the determination of the proper course under Rule 29 (7). Only indirectly, and then only through Rule 29 (7), does it arise under Rule 30 (C), 1st sentence. Therefore, once the proper course has been determined under Rule 29 (7), all question of motive under Rule 30 (C), 1st sentence, disappears, and it then becomes necessary only to decide (a) whether W has sailed below that determined proper course, and (b) whether such deviation actually hindered L.

(5) When a yacht overtaken to leeward reaches a mark, and the course to the following mark lies closer to the wind, she must luff up to her new proper course with "reasonable expedition."

The question of what constitutes "room" at a mark was not discussed in view of the finding of the V.H.Y.C. Race Committee that L allowed W "ample room." Does it not follow, however, that if L gives W room to round the mark with "reasonable expedition" she has complied with Rule 31? And that if W does not round the mark with "reasonable expedition" she is taking more room than Rule 31 requires; that she then loses the protection afforded by Rule 31; and, hence, is again operating under some clause of Rule 30? And should not a Race Committee in deciding what is "reasonable expedition" take into consideration the class of yacht involved, the degree of skill that may reasonably be required of skippers and crews of that class, as well as all conditions of tide, sea, wind and weather?

(6) The provision in Rule 30 (C), 2nd sentence, prohibiting luffing by L is *predicated* on the assumption that W is not sailing below her proper course.

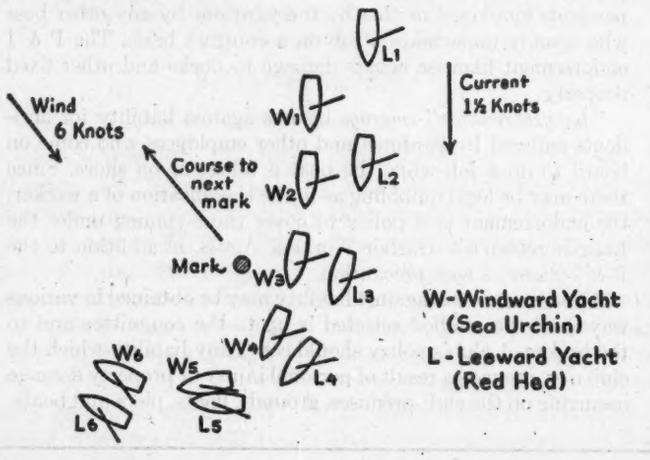
This 6th "holding" means that:

(a) the first two sentences must be read together and, in conjunction with Rule 29 (7), establish a line of demarcation below which W, and above which L, may not rightfully sail;

(b) the 2nd sentence applies only if the 1st is being observed;

(c) if W violates the 1st sentence she loses her status as overtaken, right-of-way yacht; and

(d) upon the yacht which *first* violates her respective obligation rests *primary responsibility* for the consequences; and that an implied secondary responsibility rests upon the non-offending yacht to avoid, by the exercise of reasonable foresight, contributing to any serious results.



It would seem, therefore, that the word "course" in the 2nd sentence can refer only to W's proper course. If not so construed, the 2nd sentence is mere repetition of Rule 30 (A); and redundancy is a rarity in the Racing Rules.

The paragraph "Disqualification for an Unprotested Rule Violation Revealed at a Protest Hearing" should always be borne in mind by Race Committees which are Courts of Inquiry, *not* Courts of Law.

That part of the decision entitled "Duty to Avoid Collisions" will give rise to many "gams" by racing yachtsmen because "duty to avoid collision," "right of way" and "fairness" are inextricably involved.

At the time of the collision either L or W was right-of-way yacht. The decision held that when W sailed below the line of demarcation she lost her status as overtaken yacht. Thereupon L became right-of-way yacht. She violated no specific rule. The only rule she possibly could have breached was Rule 1 in failing to "keep in view the ordinary customs of the sea" the first of which is "avoid collisions." Rule 1 by its very terms comes into operation *only* when no other rule applies. Each case under it must be judged upon its merits in the light of all the facts and be based upon the principles of equity in their broadest sense. On the one hand, L had right of way when the collision occurred; on the other, she alone could have avoided it. How, therefore, in all fairness should the violation, if any, of Rule 1 have been decided?

It is our firm conviction that the Sailing Rules should be strictly enforced. A participant in a sport must abide by its rules. Even an inadvertent breach of a specific rule draws a penalty unless caused by the act of an opponent. Laxity in enforcing the Racing Rules should be discouraged not only for

its bad effect upon adult racing yachtsmen but, what is of far greater moment, for its bad effect upon youthful racing skippers and crews.

Although not mentioned by the Committee on Racing Appeals, the record shows that the V.H.Y.C. Race Committee found that "L's change of course was not held to be a luff within the meaning of the rule." * Also, it seems apparent from the diagram that the collision was caused primarily by W's failure to harden up with reasonable expedition on passing the mark and that, on account of continued improper handling, she was carried down on L by the 1½-knot, weather-beam current. Is it inequitable to take into consideration the fact that L had right of way and that the collision to which she contributed by her restrained exercise of that right was a mild one?

The Committee on Racing Appeals says "No!" and in effect says that there is a vast difference between a slight beam-to-beam collision between two 15-foot yachts and a similar collision between two J Class yachts; so much difference that in applying Rule 1 equity demands different treatment in the two cases. They say that to disqualify the non-offending, right-of-way yacht *every* time a collision occurs that she could have avoided is not just, and that to disqualify L under Rule 1 and deprive her of the one point for finishing in last place after her opponent's act had caused her to drop back six places in the race would be most unfair.

We believe that the overwhelming majority of American racing yachtsmen will acclaim the decision as "a masterpiece of clarity, conciseness and helpfulness."

The Decision, "Appeal No. 12"

This case has been re-opened by the Executive Committee and submitted by it to us for final determination. The Race Committee of the Vineyard Haven Yacht Club, the Southern Massachusetts Yacht Racing Association and the Executive Committee have each rendered a different decision. In the interests of brevity we omit, with one exception, any reference to the arguments and findings of these three bodies.

The pertinent facts (see also the diagram, which is not drawn to scale) found by the Race Committee, may be summarized as follows:

(1) On reaching the mark, L had overtaken W to leeward and the yachts were overlapped during the entire course of the incidents which caused the protests.

(2) Rounding the mark involved only trimming in the main and jib sheets and not the handling of any light sails.

(3) L (the outside yacht) gave W (the inside yacht) "ample room" to round the mark.

(4) "The skipper at the helm of W, finding it impossible for her to trim her main sheet and handle her tiller at the same time," carried L "at least three full boat lengths beyond the mark" before finally hardening on the wind. "There were two able-bodied persons besides the skipper aboard W." W displayed "poor seamanship."

(5) About three lengths beyond the mark and while still sailing free, "the two yachts collided almost beam to beam" (see diagram position 5).

(6) "There was no doubt that L was hindered," since, "as a direct result of the poor rounding of W, W and L fell from approximately fifth and sixth place to next to last and last place in a fleet of eleven yachts."

(7) "W had no desire to hinder L."

The Protests

L (*Red Hed*) protested W (*Sea Urchin*) for violation of Rule 30 (C) first sentence.

W (*Sea Urchin*) protested L (*Red Hed*) for violation of Rules 30 (C) second sentence, and 31.

W's protest under Rule 31 does not merit serious consideration since the yachts did not collide until well past the mark, and since L gave W ample room to round the mark (see Facts, paragraphs (3) and (5)).

* (30 (C), 2nd sentence—Author).

Interpretation of Rule 30 (C) First Sentence

The decision of *Red Hed's* protest hinges on the interpretation placed on the first sentence of Rule 30 (C). This sentence was adopted verbatim from the former British Rules at the 1929 Conference. It reads —

"A yacht must never bear away out of her proper course to hinder an overtaking yacht passing her to leeward."

We construe this sentence to mean that —

An overtaken yacht, while risk of collision exists, must never sail below her proper course so as to hinder an overtaking yacht passing her to leeward.

The above construction coincides with that of the British and is, in our opinion, the only possible practical one.

We hold that the obligation not to sail below a proper course while risk of collision exists is a continuing one, and that after reaching a leeward mark a yacht overtaken to leeward is obligated to luff up to her new proper course to the next mark with reasonable expedition.

We hold that but two questions arise in determining whether or not a yacht should be disqualified for violation of the above sentence as we have construed it —

First: Was there sufficient justification, as defined in part in Rule 29 (7), for sailing below the *prima facie* proper course?

Second: If the answer to the first question is "No," was the overtaking yacht actually hindered by the fact that the overtaken yacht improperly sailed below her *prima facie* proper course?

Note that the intent or "desire to hinder" (Rule 29, 7) the overtaking yacht is material only in answering the first question, and may be but one of several considerations to be weighed in answering it. In the case before us, the fact that "W (*Sea Urchin*) had no desire to hinder L (*Red Hed*)" is a point in *Sea Urchin's* favor, but is, in our opinion, outweighed by other evidence summarized in paragraphs (2) and (4) of The Facts.

Governed by the Facts as found by the Race Committee, and by our interpretation of Rule 30 (C), first sentence, as set forth above, we hold —

(a) that W (*Sea Urchin*) failed to fulfill her obligation to luff up to her new proper course to the next mark with reasonable expedition (see Facts, paragraphs (2) and (4));

(b) that said failure was unjustifiable;

(c) that L (*Red Hed*) was hindered by said failure;

(d) that consequently, W (*Sea Urchin*) must be disqualified for violation of Rule 30 (C), first sentence.

Disqualification for an Unprotested Rule Violation at a Protest Hearing

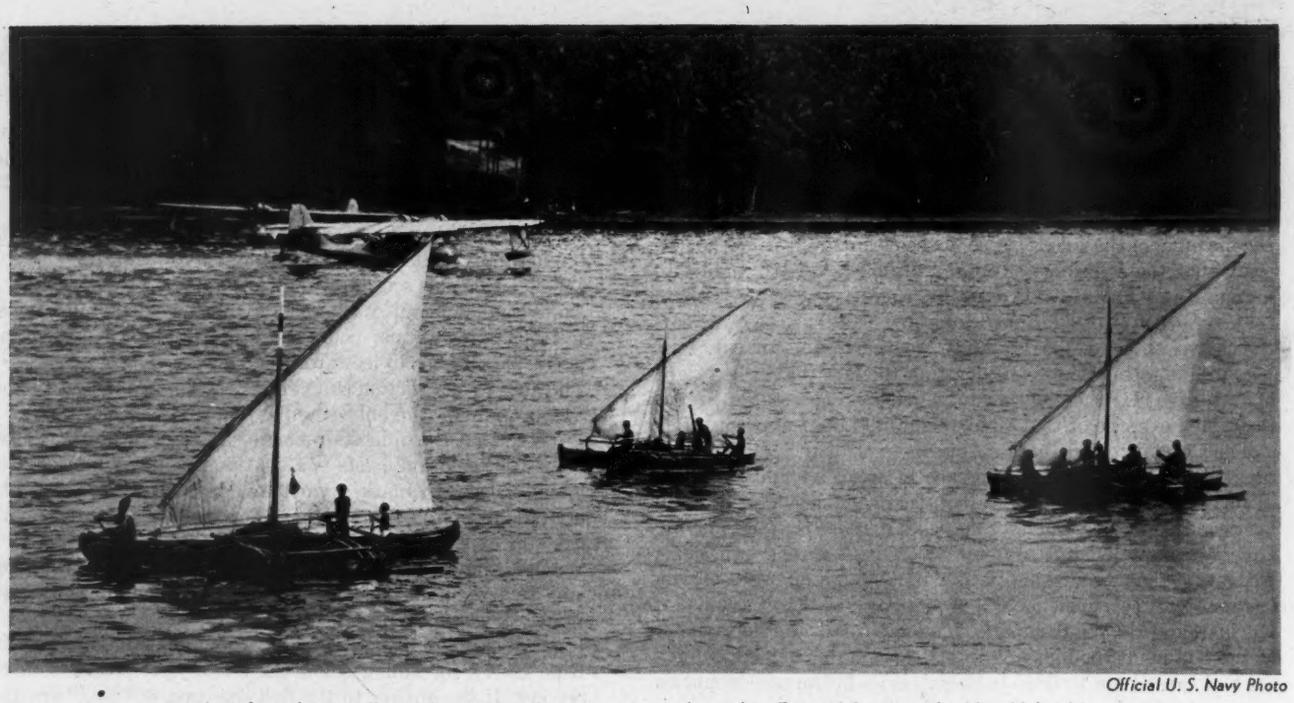
Although L (*Red Hed*) was not protested for violating Rule 1, The Southern Massachusetts Yacht Racing Association disqualified her for infringing it. This action involved the right, which has often been questioned, of a reviewing authority to disqualify a yacht for a rule violation unmentioned in the protest. We hold that, if a Race Committee or other reviewing authority is of the opinion that the facts found by the Race Committee warrant the disqualification of any yacht participating in a protest, said body may and should disqualify her, irrespective of whether or not the incident and/or rule which led to her disqualification was mentioned in the protest; e.g., it might even be in order to disqualify the protesting yacht and absolve the protested yacht from blame.

Duty to Avoid Collisions

The decision of *Sea Urchin's* protest under Rule 30 (C) hinges on the interpretation placed on Rule 30 (C), second sentence, and Rule 1.

The Race Committee found that after passing the mark and while still sailing free, "the two yachts collided almost beam to beam" (see diagram position 5). While this is the sole reference to the collision in the Facts found by the Race Committee, it is obvious that the collision could have been avoided had W (*Sea Urchin*) fulfilled her obligation to luff up to her new proper

(Continued on page 114)



Official U. S. Navy Photo

An informal native "outrigger regatta" is put on in a channel at Espiritu Santo in the New Hebrides

THE MONTH IN YACHTING

CAMBRIDGE YACHT CLUB

▶ The Cambridge Yacht Club, on the Eastern Shore of Maryland, is an outstanding example of how a yachting organization can make a real contribution to the war effort while still carrying on, in a limited way, its normal activities. Here are some of the members' achievements since Pearl Harbor:

From the beginning of the emergency, the club coöperated closely with the local Civilian Defense Committee. The club participated as a unit, for instance, in all War Bond and Red Cross campaigns. Red Cross sewing and knitting classes were conducted at the club, as were classes in nutrition under State agencies. First aid classes were held under direction of local physicians. A first aid squad was on duty regularly during blackouts and practice cases were handled.

A Coast Guard Auxiliary flotilla was organized in 1941. Officers of the flotilla have been officers of the club, and the club itself has served as local base for Coast Guard patrol craft. The clubhouse has served as headquarters for Navy and Coast Guard recruiting drives, and today 67 resident members are in the armed services. Perhaps the finest contribution to the war effort was the establishment of the club's own USO outfit. It all started when a few service vessels put in to Cambridge. In traditional Eastern Shore fashion, members went out to invite the men ashore. The word went back to bases that Cambridge had put out the welcome sign for the duration. Officers then agreed to open the club for all men in uniform seven days — and nights — a week, whether or not the club had any scheduled entertainment of its own.

Much of the club's success since war began goes to the present commodore, Henry L. Johnson, although he would be the last to admit it. Other officers are Granville S. LeCompte, Jr., vice commodore; Dr. James C. Johnson, rear commodore; Howard W. Simmons, treasurer, and John H. Cosby, secretary.

MALCOLM LAMBORNE, JR.

NEW INLAND WATERWAYS

▶ One of the important factors in postwar boating is found in the miles of new waterways suitable for small boat operation that are being created throughout the United States by numerous engineering projects.

Several large projects in this category are scheduled for completion within the next eighteen months. Among them the Anderson Ranch Dam, across the South Fork of the Boise River, in Idaho; the Kentucky Dam, which will impound the waters of the Tennessee River at Paducah to form a lake 184 miles long (with 1,400 miles of shoreline); and the Denison Dam across the Red River at Denison, Texas. Typical of the post-war developments for recreational use that will feature these projects are those contemplated for the area of Denison Dam. Plans for the dedication of this structure are now being completed and work is also under way by the National Park Service on a master plan for recreational development of Denison Lake Park. The dam gates have been closed and there is forming a lake that will have a shoreline of 1,200 miles, twice that of the Texas Gulf coast.

John Timken develops a new technique of rigging a boat for canal passage

POINTE CLAIRE YACHT CLUB

▶ Despite the absence in the armed forces of more than 50 members (leaving a senior membership of about 115), the Pointe Claire Y.C., Pointe Claire, Que., plans to commemorate its 20th anniversary by an unusually active season. The present club took over the old Pointe Claire Boating Club in July, 1924, but the history of the parent organization goes back to 1879, making it one of the oldest in the Montreal district, if not in Canada. The P.C.Y.C. has come a long way in 20 years, a period which has seen the development of sailing from a small fleet to its present high level.

This season the racing fleet will be made up of two divisions, the PC and "Fleet" classes. Of these the PCs are 19′ one-design sloops, while the "Fleet" includes the D, E, and cruising classes as well as miscellaneous yachts. The sailing schedule provides plenty of racing, with six championship series.

An interesting development is in the offing — the introduction of a one-design class of small, keel cruising sloops.

Left, the late Commodore Wm. H. Johns

WILLIAM H. JOHNS

▶ East Coast yachtsmen will learn with deep regret of the death on April 17th of William H. Johns, who had long been active in yachting affairs on Long Island Sound. He was 76 years of age, and during his lifetime he was a boat owner continuously for 61 years.

A resident of Bayside, Long Island, Mr. Johns was a charter and life member of the Bayside Yacht Club, where he stood No. 1 on the club's membership roll. For all of the 42 years of the club's existence, he was one of the official family, serving either as commodore, a position he occupied for several periods, or as secretary. It was largely due to his unflagging interest that the club is the thriving organization it is today.

When the club, of which he was then an officer, promoted the Bayside-Block Island auxiliary race in 1921, which has since grown to be one of the most important distance races on the East Coast, Mr. Johns put up the perpetual trophy which bears his name for the event, and gave generously of his time and of his cruiser *Welcome* in making the race popular. He brought out, and for many years edited, the attractive club magazine called the *Bayside Log*, one of the best yacht club "house" magazines in the country.

His tremendous energy and his great capability were known to all who knew him. His spirit is best exemplified perhaps by his answer to one of his fellow members just a few months ago, when asked why, throughout his life he had accepted so many responsibilities for service to his fellowman. His simple reply was: "It isn't that I cannot say no, but I always *want* to say yes."

For many years he owned the 72′ power cruiser *Welcome*, which was often flagship of his club, and lately he has also owned a smaller boat, the *Squid*, which he kept in Florida waters.

In business, he had long been the head of the well-known advertising agency, Batten, Barton, Durstine & Osborn, of New York City.

Fond of music, he wrote many of the yacht club songs that have become traditional to all Bayside members.

SAILING DINGHIES FOR THE NAVY

▶ At the risk of inviting a Congressional investigation, YACHTING adds a cheer in behalf of those who are endeavoring to persuade the powers-that-be of the Navy Department to consider equipping combat vessels with some type of sailing craft. There is nothing new about the idea, but the most recent efforts of the Ratseys, whose new 14′ International dink (YACHTING, page 97, January '44) was designed with such a use in mind, Bill Dyer, and others have been prompted by urgent pleadings from men in the Service.

It appears that old whaleboats, lifeboats, or any other craft in which a jury rig can be fitted are the contenders in any number of impromptu South Sea regattas. From England comes word that literally hundreds of small sailing craft are being supplied for recreational purposes. So, if you know an Admiral or a Congressman, you know what you can do!

The skippers of the Harvard Y.C. crews which won the George Owen Trophy. Left is George Thurber and right, George D. O'Day

ROYAL ST. LAWRENCE Y.C. ELECTIONS

▶ The following officers have been elected to guide the Royal St. Lawrence Yacht Club, Montreal, Que., for 1944: R. C. Stevenson, honorary commodore; K. D. Woodward, commodore; H. G. McMaster, vice commodore; A. P. Shearwood, rear commodore; S. A. Stephens, fleet captain; G. E. Shaw, harbor master.

AUERBACH SEEKS TO BETTER CAMPBELL'S RECORD

▶ S. Mortimer Auerbach, well-known motorboat racer, has intimated to friends that bettering the one-mile speedboat record of 141.74 m.p.h., now held by Sir Malcolm Campbell, is one of his post-war aims.

Captain Joshua Slocum aboard "Spray" when he and his ship visited Washington in 1907

HARVARD WINS I.C.Y.R.A. EASTERN CHAMPIONSHIP

▶ In the first of the major dinghy championships of the I.C.Y.R.A.'s spring season, Commodore George D. O'Day, president of the Association, and George ("Bud") Thurber sailed Harvard to the Eastern Championship for the George Owen Trophy on the Thames River at the U. S. Coast Guard Academy, on April 16th. Although the Crimson has thrice won the McMillan Cup and triumphed in a number of important but non-championship dinghy events, this victory brought Harvard its first major dinghy title.

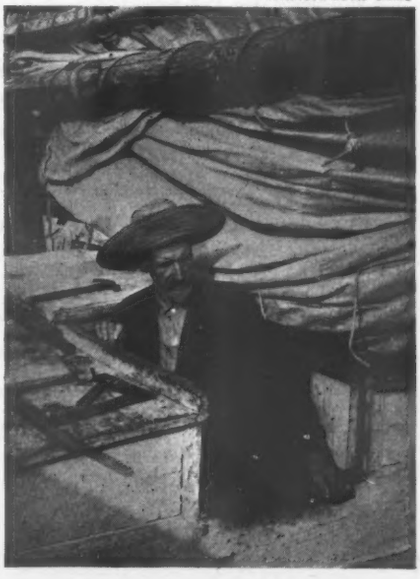
Harvard defeated Coast Guard's defenders in their home waters, so a tradition seems to be growing up that the Eastern championships are a "jinx" event for the team in possession of the title as no college has yet made a successful defense. The Coast Guard team went down fighting in a grand five-way struggle which saw Navy, Brown, and Williams in the running until almost the last race. The final score was: Harvard, 103; Coast Guard, 94; Navy, 92; Brown, 90; Williams, 77½; Dartmouth and Yale, 73 each; M.I.T., 71½; and Cornell, 64.

A series of 14 races, seven to each division, was sailed in light to moderate southerly winds. Harvard and Coast Guard, because of their retention of veteran skippers from the previous season, were expected to top a field in which the other contestants had suffered serious losses from graduation. As it turned out, this pair landed at the top but the new skippers proved well up to past standards.

ATTENTION, LIGHTNING OWNERS!

▶ Out of 1083 registered Lightnings, only 950 are properly registered with the Lightning Class Assn. Because of unrecorded sales and transfers, 133 current owners are unknown to the Assn. and, as a result, are not receiving any of the class publications which are issued regularly. Any owner of a Lightning who has not been receiving such material should send his name, address, and boat number to the Association secretary, J. M. Trenary, 45 Wall Street, New York 5, N. Y.

Winfield Scott Clime



A. F. GARTZ, JR.

▶ The death, on April 16th, of A. F. Gartz, Jr., takes from the Inland Lake Yachting Association racing, one of its best known figures, and from the sport of Scow sailing an excellent yachtsman. With a summer home on Lake Geneva, Wis., Adolf F. (Bud) Gartz was in recent years one of the mainstays of the A Class, in which he has been sailing for over 30 years. He first began racing in this largest of the Inland Lakes Scows about 1910 when he owned the *Sieglinde*, and he was active in the Association regattas until shortly before World War I. After the war he did not take up the sport again until about 1929, when he returned with a new boat called *Big Foot*, and from then on raced actively until 1942, sailing and owning in sequence *Big Foot*, *Big Foot Too*, *Chief Big Foot* and *Sherry*. In these, he won many prizes and took four of the Association Championships, in 1931, 1936, 1937 and 1938.

In 1937 and 1938, "Bud" Gartz was Commodore of the Lake Geneva Y.C. His death will leave a vacancy in the A Class fleet that will be hard to fill.

Official U. S. Navy Photo

The old "four piper" destroyers of World War I vintage serve many purposes today. Here is one that does double duty as a motor torpedo boat-seaplane tender at Attu in the Aleutians

CALENDAR

June 3 — Dinghy Championship Series, Royal St Lawrence Y.C., Montreal, Que. (Other Series races on June 24, July 8, July 15, August 5, August 12.)
June 10 — First Race, Saturday Championships at Corinthian Y.C., Marblehead, Mass. (Eastern and Corinthian Y.Cs will alternate on successive Saturdays.)
June 10–11 — Youngstown to Port Dalhousie, Ont., and return, Youngstown Y.C., Youngstown, N. Y.
June 17–18 — Execution Rock to Lloyd's Harbor (and return), City Island Y.C., City Island, N. Y.
June 17–18 — Commodore Pierce Trophy Race, Riverside Y.C., Riverside, Conn.
June 18 — First Sunday Series Race (Every Sunday through Sept. 3; Autumn Series, Sept. 10–Oct. 15 inclusive), Boston Y.C., Boston, Mass.
June 24 — Mills Trophy Long Distance Race (sail), Toledo Y.C.
June 24 — Roberts Trophy Long Distance Race (auxiliaries), Cleveland Y.C., Rocky River, Ohio.
June 24–25 — First Western Sound Series Races, Bayside Y.C. and Douglaston Y.S.
July 1 — Hill-Manning Trophy Race (Youngstown to Toronto, Ont.), Youngstown Y.C., Youngstown, N. Y.
July 1 — Annual Regatta, Royal St. Lawrence Y.C., Montreal, Que.
July 8 — New York Y.C. Long Distance Race, Larchmont to Stratford Shoal Light and return.
July 8 — Annual Regatta, Rhode Island Y.C., Pawtuxet, R. I.
July 15–16 — Annual Regatta, Lake Michigan District Lightning Class Assn., Toledo Y.C.
July 22 — Falcon Trophy Race (auxiliaries), Rocky River to Mentor Harbor, Mentor Harbor Y.C.
July 22–23 — Atlantic Coast Lightning Championship Regatta, Riverside Y.C., Riverside, Conn.
July 23 — Annual Regatta (all classes), Mentor Harbor Y.C.
July 25 — Junior Y.R.A. Regatta, Larchmont Y.C., Larchmont, N. Y.
July 26–30 — Larchmont Y.C. Race Week, Larchmont, N. Y.
July 28–31 — Annual Mid-Summer Regatta, Cleveland Y.C., Rocky River, Ohio.
July 29–30 — First Annual Virginia Sailing Regatta, Urbanna Y.C.
July 30 — Annual Huntington Race, Huntington Y.C., Huntington, L. I.
August 2–5 — Annual Race Week, Great South Bay, L. I.
August 4–5 — 21st Annual Regatta, Edgartown Y.C., Edgartown, Mass.
August 5–9 — Annual Inter-Lake Y.A. Regatta, Put-in-Bay, Ohio.
August 5–12 — Marblehead Race Week, Marblehead, Mass.
August 7–9 — Atlantic Coast Star Class Championships, Great South Bay, L. I.
August 12–13 — Annual South Shore Regatta, Vermilion B.C., Vermilion, Ohio.
August 19 — Annual Regatta, Narragansett Bay P.S.
August 19–20 — Six-Metre "Alarm" Series, Youngstown Y.C., Youngstown, N. Y.
September 1, 2, 3 — Race Week at Edgewood and Rhode Island Y.Cs.
September 2, 3, 4 — "Race Week," Narragansett Bay Y.A.
September 3 — Fall Race, Huntington Y.C., Huntington, L. I.
September 8–9 — Lightning Class National Regatta, Buffalo C.C., Buffalo, N. Y.
September 10 — Annual Long Distance Race, Rhode Island Y.C.
September 17 — Grosse Pointe Y.C. Blue Nose Regatta.
September 23–24 — Detroit River Y.A. Catboat Championship.

Y.R.A. of Long Island Sound Championship Races

June 11 — Manhasset Bay Y.C.
June 18 — Larchmont Y.C.
June 25 — Seawanhaka Corinthian Y.C.
July 2 — New Rochelle Y.C.
July 4 — Larchmont Y.C.
July 9 — Indian Harbor Y.C.
July 16 — American Y.C.
July 23 — Stamford Y.C.
July 30 — Larchmont Y.C.
August 6 — Riverside Y.C.
August 13 — Huguenot Y.C.
August 20 — New York A.C.
August 27 — Port Washington Y.C.
September 3 — Seawanhaka Corinthian Y.C.
September 4 — Larchmont Y.C.
September 10 — Manhasset Bay Y.C.
September 17 — Indian Harbor Y.C.
September 24 — Horseshoe Harbor Y.C.
(Non-championship races will be held every Saturday throughout the season.)

Lake Michigan Y.A.

June 17 — Annual Michigan City Race, Columbia Y.C.
June 24–25 — Invitational Series: Star Class, Jackson Park Y.C.
July 1 — Queen's Cup Race, to Saugatuck: Universal and Cruising Divisions, South Shore Y.C.
July 1 — Annual Saugatuck Race: Universal and Cruising Divisions, Jackson Park Y.C.
July 1 — Annual Garden Bay Race: Universal and Cruising Divisions, Escanaba Y.C.
July 1–2 — Dreher Trophy Invitational Series: Star Class, at Milwaukee, South Shore Y.C.
July 1–2–4 — Sterling Morton Trophy Series: Star Class, Chicago Y.C.
July 1–2–4 — Subscription Cup Series: R Class, Chicago Y.C.
July 3 — Lake Macatawa to Chicago Race: Universal and Cruising Divisions. George O. Clinch and Colonel Robert E. Morse Trophies, Chicago Y.C.
July 8–9 — Star Class Elimination Series of Southern Lake Michigan Star Fleet at Chicago, Columbia Y.C.
July 15 — Annual Mackinac Race: Cruising and Universal Divisions, Chicago Y.C.
July 15–16 — Green Star Championship Series: Star Class, Sheridan Shore Y.C.
July 29–30 — Great Lakes Star Class Championships, Chicago Y.C.
August 5–6 — Milwaukee Journal Regatta: All classes, at Milwaukee, Milwaukee Y.C. and South Shore Y.C.
August 6 — Annual Mid-Summer Regatta, Escanaba Y.C.
August 10–11–12 — Lipton, Nutting, Gehrmann and Richter Trophy Series: Classes R, S, Tumlaren and Stars, Chicago Y.C.
August 13 — Annual Racine Regatta, Racine Y.C.
August 19 — Annual George Orr Memorial Regatta, Columbia Y.C., Chicago.
August 20–27 — Star Class International Series, Chicago Y.C.
August 27 — Annual Wind Point Race, Milwaukee Y.C.
August 27 — Annual Autumn Regatta, Escanaba Y.C.
August 28–29–30 — Lake Michigan Junior Championships, at Chicago, Lake Michigan Y.A.
September 1–3–4 — Tri-State Race: Friday — Chicago to St. Joseph, Mich., Columbia Y.C.; Sunday — St. Joseph to Michigan City, Ind., Chicago Y.C., Michigan City to Chicago, Jackson Park Y.C.
September 2–3–4 — Shipping Board Trophy Series: Star Class, off Wilmette Harbor, Sheridan Shore Y.C.
September 3 — South Shore Yacht Club Annual Regatta, at Milwaukee.
September 9–10 — Lutz Trophy Races: Q Class, off Jackson Park Harbor, Jackson Park Y.C.
September 17 — Annual Sheldon Clark Regatta, Chicago Y.C.

Green Bay Y.R.C.

July 7–9 — Mid-Summer Regatta, M & M Y.C.
July 22 — Race from Sturgeon Bay and Green Bay to Menominee, M & M Y.C.
July 25–28 — Green Bay Cruise Week.
July 29 — 100 Mile Race (sail), M & M Y.C.
August 12 — Regatta and Green Bay Sea Gull Championship Finals, Ephraim Y.C.
August 27 — Autumn Regatta, Escanaba Y.C.

Detroit River Y.A.

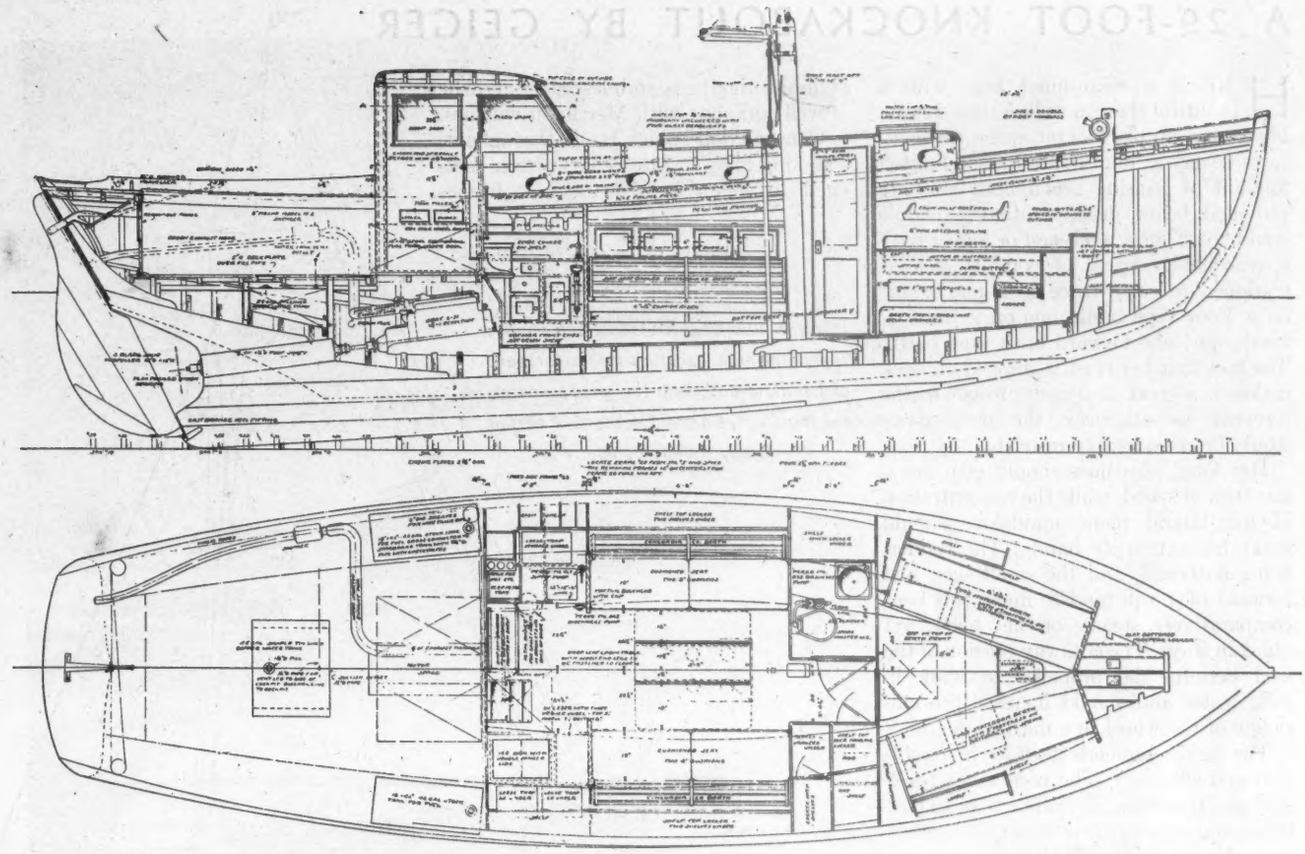
June 11 — Bayview Y.C.
June 18 — Detroit B.C.
June 24 — Mills Trophy Race, Toledo Y.C.
July 2 — Grosse Pointe Y.C.
July 9 — Oakman and Wright Catboat Series, Detroit Y.C. and Detroit B.C.
July 15 — Port Huron-Mackinac Race, Bayview Y.C.
July 16 — Grosse Isle Y.C.
July 23 — Windsor Y.C.
July 30 — Edison B.C.
August 5 — Deepwater and D.R.Y.A. Race to Put-in-Bay (I.L.Y.A. Regatta).
August 20 — Crescent Sail Y.C.
August 27 — Grosse Pointe Club.
September 3 — D.Y.C. Sweepstakes.

Pacific Inter-Club Y.A.

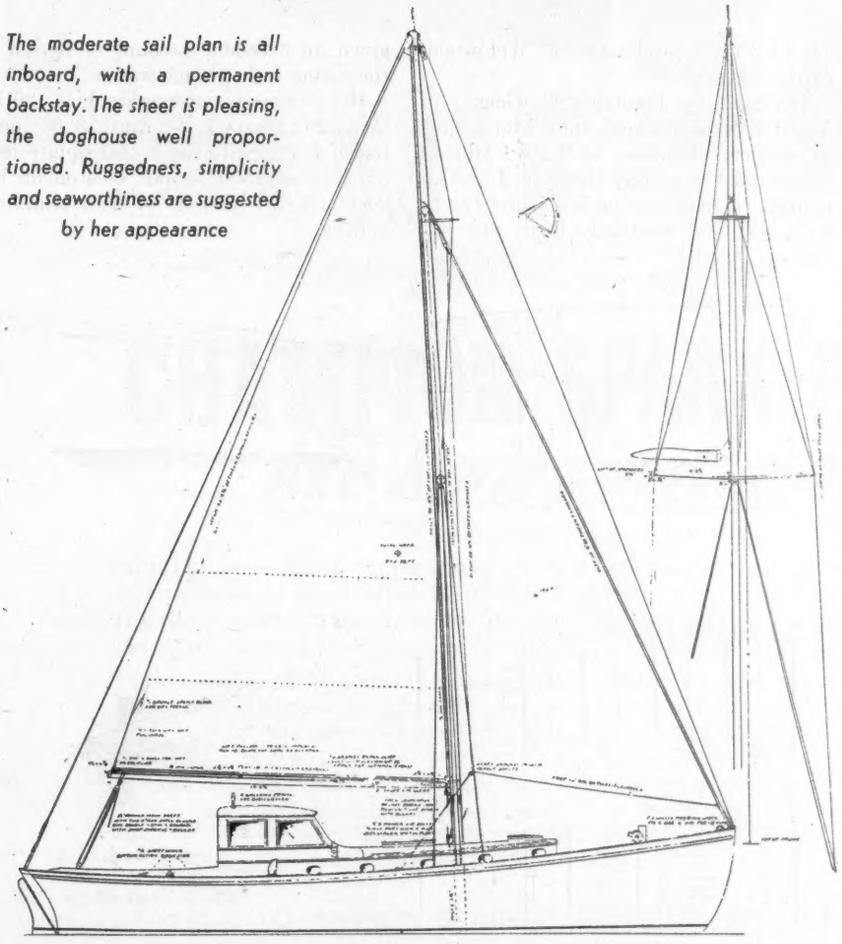
June 4 — Aeolian Regatta.
June 18 — Hearst Regatta.
July 2 — Richmond Regatta.
July 15–30 — Sacramento River Cruise.
August 20 — Berkeley Regatta.
August 27 — Golden Gate Y.C. Race.
September 16 — South Bay Cruise.
September 17 — St. Francis Y.C. Race.

Inter-Collegiate Y.R.A.

June 10–11 — Preliminaries for the McMillan Cup Series, at Navy A.A. and Coast Guard Academy B.C.
June 26–27 — McMillan Cup Series, (location to be announced).



A HUSKY 40-FOOT MOTOR-SAILER



The moderate sail plan is all inboard, with a permanent backstay. The sheer is pleasing, the doghouse well proportioned. Ruggedness, simplicity and seaworthiness are suggested by her appearance

MANY interesting features are incorporated in the design of this motor-sailer from the board of the Concordia Co. Small enough to be easily handled without the aid of a paid hand, she is laid out with comfortable accommodations below decks for four persons. The roomy cockpit lends itself to fishing, entertaining, or loafing and, with an awning hung from the boom, will be the social center of the boat in fair weather. The deckhouse, while small, is adequate to keep rain and spray off the helmsman and to afford shelter from the cold in inclement weather.

Below decks the galley is aft with ice chest to starboard and sink, stove and dish lockers to port. Amidships are a couple of transoms above which are Concordia berths. The drop-leaf cabin table is fixed to the floor. The head is to port with a hanging locker opposite, and additional hanging space is provided abaft both berths in the forward cabin. The slat platform provided in the forepeak is an excellent idea as it permits the circulation of air to dry out the anchor rode. The cutter rig shown is handy. Note downhaul at the gooseneck.

Power is provided by a Gray 6–71 with reduction gear, which should kick her along at a good pace, even in rough water. Tankage is provided for 84 gallons of gas and 55 gallons of fresh water. The general dimensions of this boat are l.o.a. 40′ 2″; l.w.l. 36′; beam 11′5″; draft 5′.

The plans reproduced in this section are the property of the designers under whose name they appear. For further information concerning any design address the naval architect in question

A 29-FOOT KNOCKABOUT BY GEIGER

HERE is a clean-lined boat with a beautiful sheer, a well-designed cabin house and ample cockpit space for comfortable day sailing. In addition, a limited amount of cruising accommodations are provided below decks so that a couple could go off for a week-end or longer with a reasonable degree of comfort. She is equipped to sleep three in a pinch, one on a Root type bunk, one on a transom berth, and one forward on a pipe berth. The fact that her mast is stepped on deck makes it a great deal easier to get to the forepeak as otherwise the passageway would be considerably restricted.

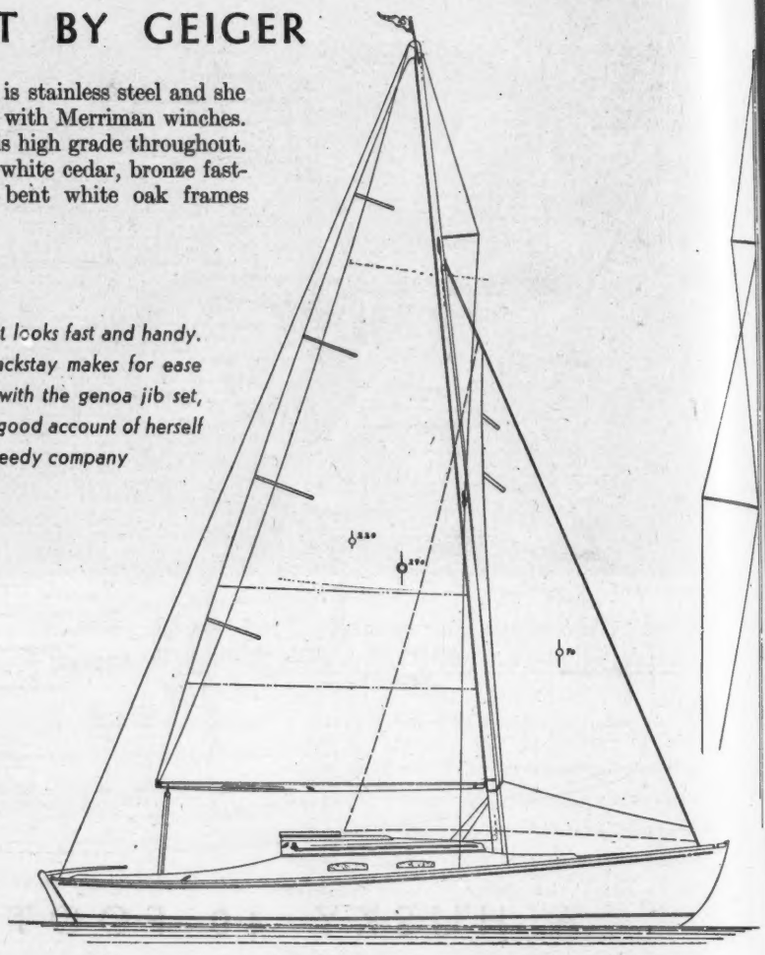
Her long, lean lines should give her a fair turn of speed, while the concentration of her lateral plane amidships should make her extremely handy. The rudder, being outboard, and the small skeg just forward of it will tend to make this boat comparatively steady on her helm, yet quick in stays. The cutaway portion of the keel permits the propeller to work in solid water and should increase the efficiency of the wheel to a marked degree.

The rig recommends itself for its handiness and efficiency. The permanent backstay and the absence of runners mean that in coming about it is necessary to handle only the jib sheets. With her genoa set, this boat should be a witch to windward.

Her power plant is a Universal Bluejacket Twin which delivers 10 hp. at 2000 revolutions and drives her along at six knots. The wheel is feathering so that drag is reduced to a minimum. Her gasoline capacity is 30 gallons, carried in two tanks, which should be enough to give her a satisfactory cruising radius.

There are a number of ultra modern features in the design of this boat. For instance, the mast is stepped on deck and halliards lead down inside the stick. All standing rigging is stainless steel and she is well equipped with Merriman winches.

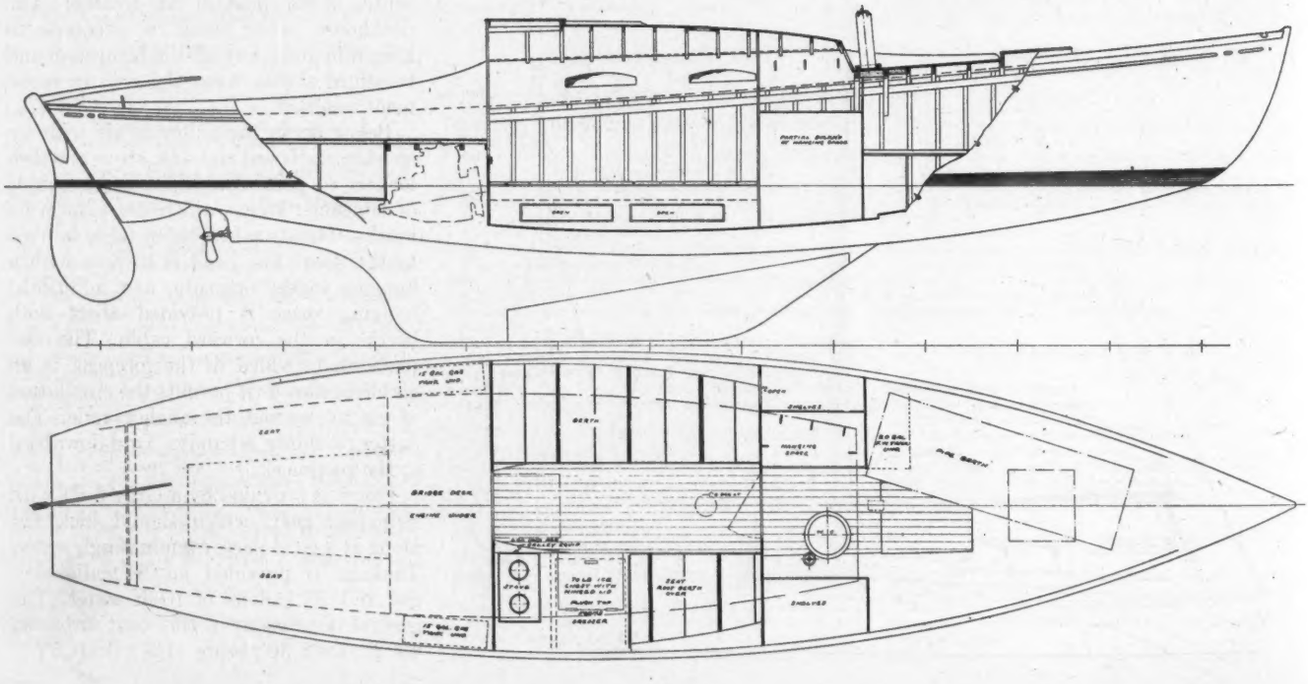
Construction is high grade throughout. Planking is ¾" white cedar, bronze fastened to steam bent white oak frames 1⅛" by 1⅛". Decks are ⅜" Weldwood, canvas covered.

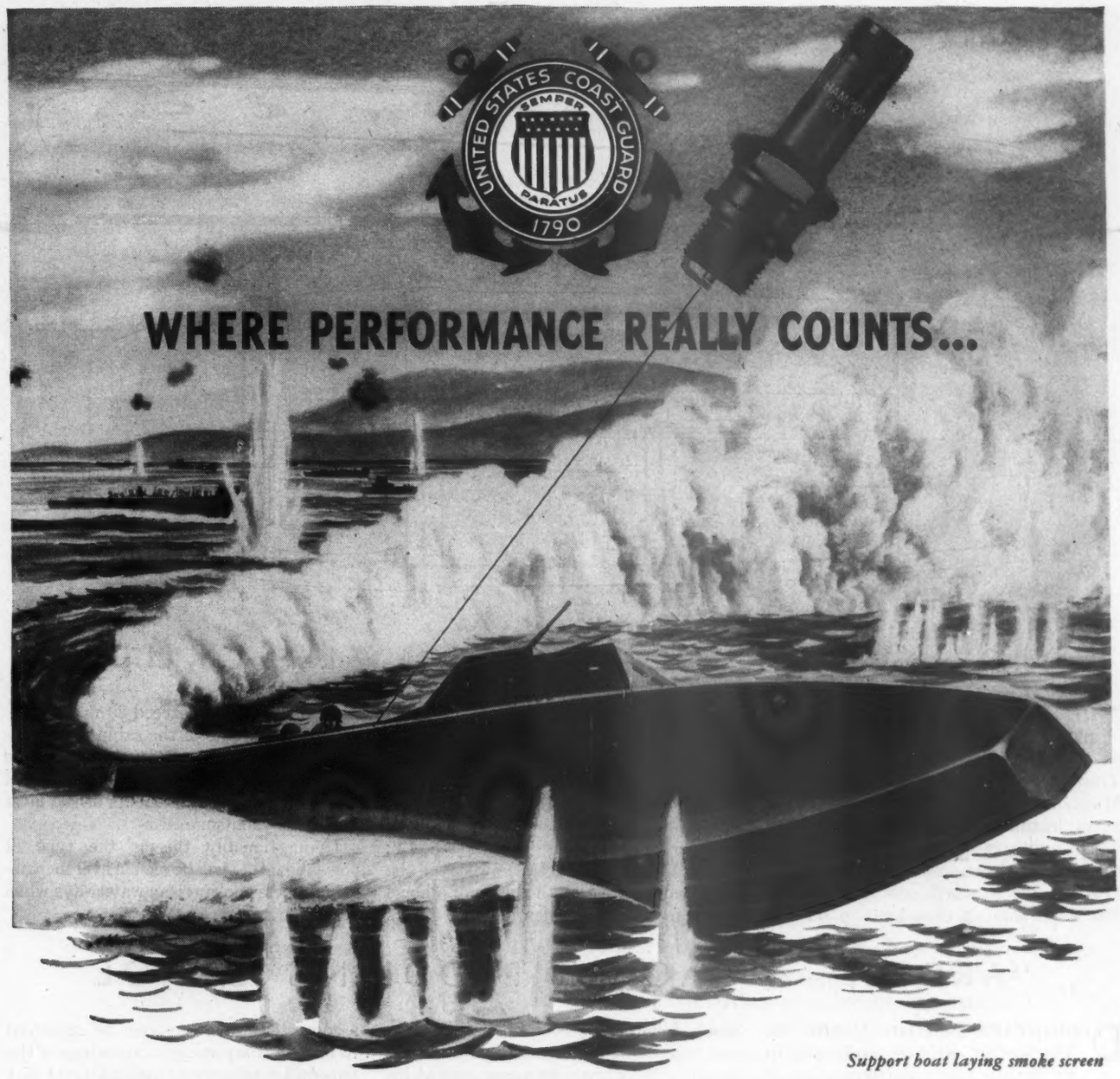


This trim little boat looks fast and handy. The permanent backstay makes for ease of handling and, with the genoa jib set, she should give a good account of herself in any speedy company

Designed by Frederick C. Geiger, of Yacht Sales & Service, Inc., who is now in service, she was built by Morton Johnson & Co., of Bay Head, N. J., for an eastern yachtsman who has found her to be a fast and weatherly boat. She has given an excellent account of herself in the racing in her home waters.

Her general dimensions are. l.o.a., 29′4″; l.w.l., 26′; beam, 7′ 2″; draft, 3′ 6″; head room, 4′ 7″. Sail area is 290 square feet. She carries 1500 pounds of iron on her keel and 150 pounds of lead trimming ballast.





Support boat laying smoke screen

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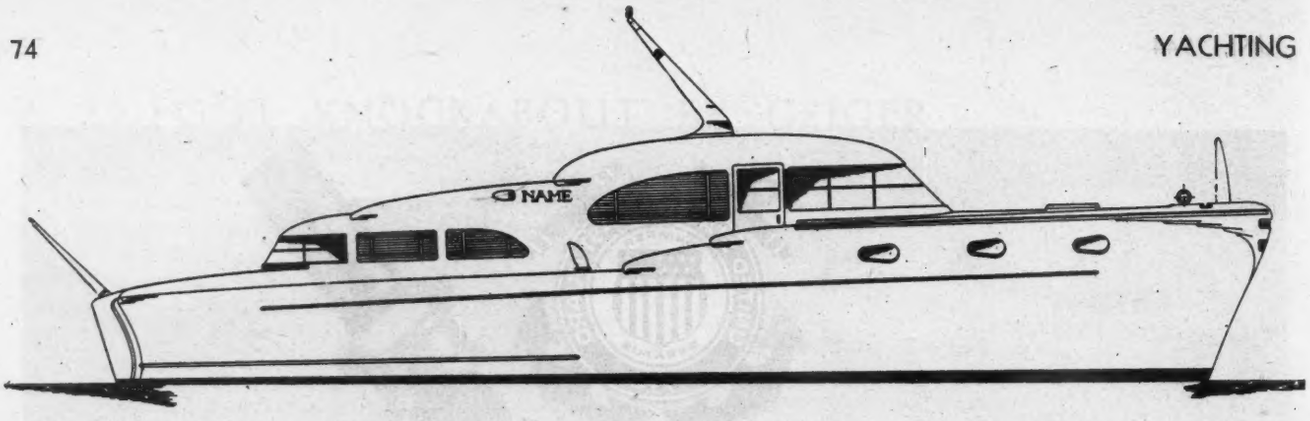
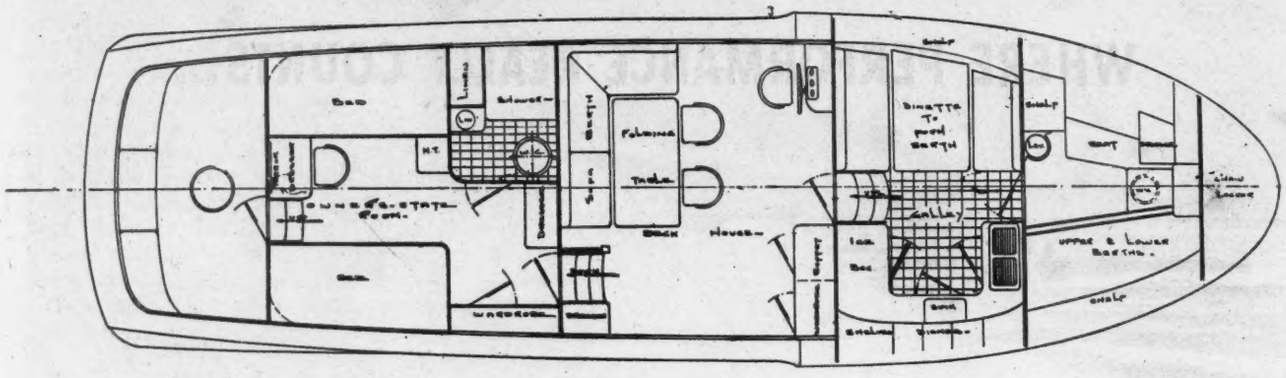




A 42-FOOT POST WAR POWER CRUISER

THE accompanying outboard profile and accommodation plans are those of a power boat being developed by the Truscott Boat & Dock Co., St. Joseph, Mich., for post-war construction. Many novel features are incorporated in her design and appearance, which, while extremely modernistic is nevertheless practical, as the seaworthiness of the craft was a paramount consideration on her planning. The fenestration of the cabin house is particularly worthy of note as it creates the illusion of movement and speed, even while the boat is stationary. Under way she should present a pleasing appearance indeed.

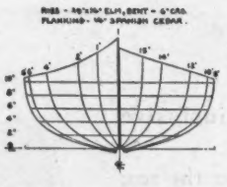
General dimensions are: l.o.a., 42′; beam, 11′ 9″; draft, 3′. Power will be furnished by a Kermath engine of a horse power to suit the owner, but the boat's speed is planned to exceed 20 m.p.h.

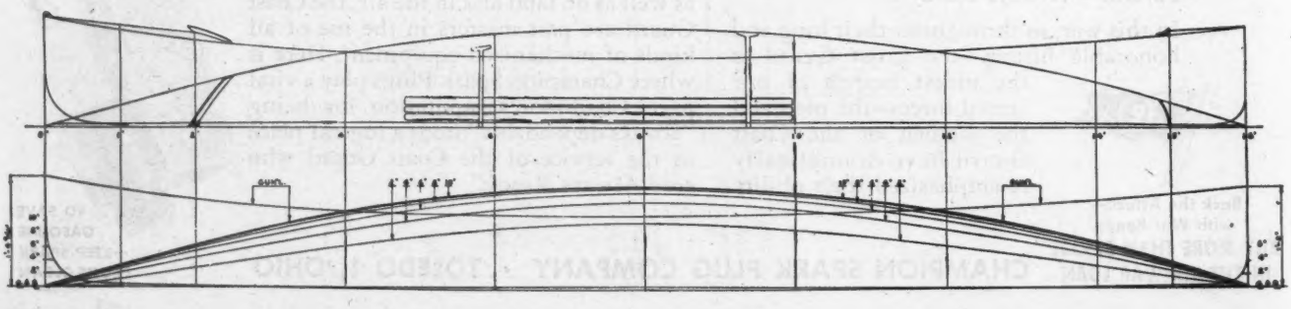
Various layouts of the cabin accommodations are being worked out; when these plans are completed, there will be a cabin plan to suit the requirements of the most fastidious yachtsman.

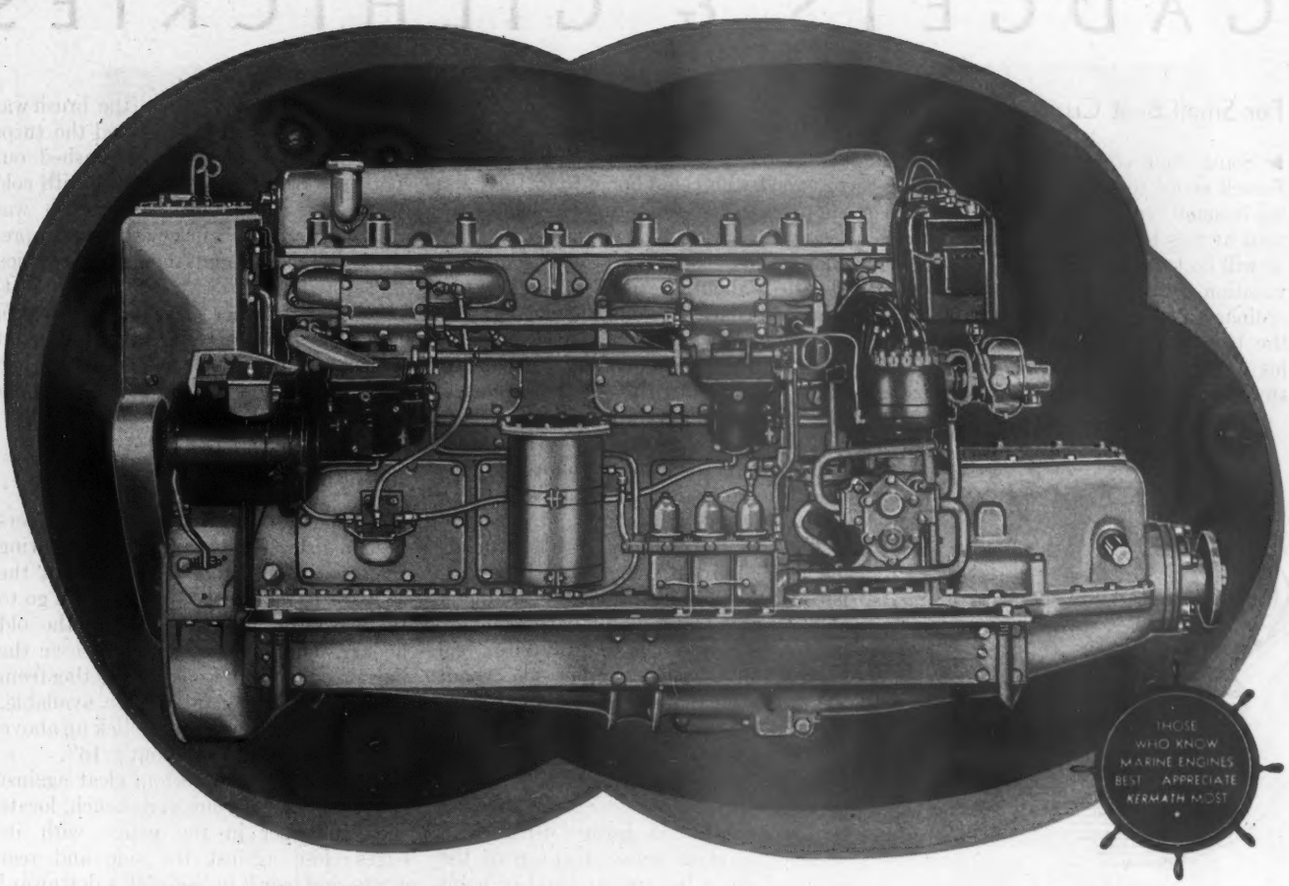
Unquestionably this is the type of power boat that will be seen in ever increasing numbers on American waterways when peace returns.

"ARDEE," A RACING PADDLING CANOE

DESIGNED by the late Maurice D. Wilt for his own use, and built in 1902 by William Glass, the dimensions of *Ardee* are as follows: l.o.a. 16′; beam 30″; molded depth 10½″; minimum weight 50 pounds. Smooth skinned, she was planked with Spanish cedar with decks and trim of mahogany. *Ardee* served her owner well for over 40 years, and at his death last year he bequeathed her to the Red Dragon Canoe Club, Edgewater Park, N. J., of which he had been a member for 51 years, by the following unusual provision of his will: "I direct that if my canoe named *Ardee* shall be in existence at the time of my death, it shall be given to the trustees of the Red Dragon Canoe Club in their incorporate capacity, to be taken care of as they shall see fit, and that a competent yacht designer be employed to make a complete set of drawings of the lines and details of said canoe. I direct that said drawings shall be published in such yachting or outing magazine as the trustees of the Red Dragon Canoe Club shall direct, preferably the magazine known as YACHTING, and also that a complete copy of said drawings be kept by the trustees of the Red Dragon Canoe Club as a permanent record." Custody has been accepted by the trustees of the club and a rendering of the lines is published herewith.







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ARMY E NAVY

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12 Highly developed, time proved dual, overhead valve system for power and economy.
13 Automatic speed governor.
14 Large, accessible crankcase handhole plates on two sides.
15 Super-efficient reverse and reduction gears.
16 Material specifications surpassing the most exacting pre-war standards.
17 Large, seven bearing, nickel alloy counterweighted crankshaft, statically and dynamically balanced.

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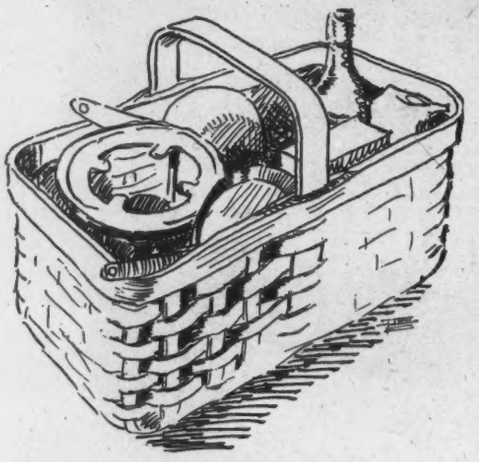
GADGETS & GILHICKIES

For Small Boat Cruises

▶ Some suggestions sent in by Allen Farrell anent the business of going cruising in small boats seem to me to be pertinent at this time of year, when many of us will be turning to thoughts of summer vacation. He tells me that he has used an ordinary market basket — the kind with the handle in the center — to carry all his grub and cooking gear. He says: "I stowed a single burner *Primus* at one



An Open Boat's Galley

end, with skillet and saucepan, some victuals, matches, kerosene, priming alcohol, plates, and eating tools. All items are stowed compactly, yet handily, and may be moved as a unit when one goes ashore." In connection with cooking in an open boat, the question of drafts on the stove is always a problem and on this subject he suggests the use of a corrugated carton about 16" high whose top, bottom and one side have been removed — leaving three sides. When opened up it will provide a fine three-sided screen, yet will fold flat and stow in a minimum of space.

For sleeping, Mr. Farrell says that he made himself a satisfactory and inexpensive sleeping bag by simply sewing up one end and halfway up the side of a camp blanket that had been folded once. It is warm, light and not bulky to stow. One would need a poncho or a tent to keep off the rain, however.

For a toilet he recommends a tub or a wooden bucket, both with rope handles, the tub to be sawn in half. Drinking water may be carried satisfactorily in a gallon galvanized can, such as is used for kerosene. It should be a new one, of course, and never have been used for anything else.

A Painting Suggestion

▶ Man and boy, I have been slinging a paint brush for more years than I care to contemplate and I thought that I knew most of the answers, particularly when it came to the simple mechanics of applying the paint. Therefore, when my good wife came home from the paint shop, bringing with her a handsome, heavy tin bucket that the dealer had persuaded her to buy, I was somewhat skeptical about the need of such a pail when old coffee cans and the like had been serving so well for so long. However, being of an inquiring turn of mind, I decided to try the thing out. After all, I reasoned, if professional painters will spend their hard earned money for a pail like this there must be something to it. You can usually bank on professionals not to kid themselves about equipment.

The very feel of this little bucket made me want to give it a chance to show what it could do. Its dimensions are: diameter at top, 7¼"; diameter at bottom, 6½"; height, 6¼"; and it has a heavy iron bail set in small castings on either side. About ½" from the top there is a raised ridge that runs around the circumference outside. The purpose of this is to provide a secure hold for the cheesecloth, through several thicknesses of which paint should *always* be strained before using. You stretch the cloth across the top of the pail and slip a big rubber band or a bit of twine around under the ridge and thus secure it firmly.

I strained a quart of well-stirred paint into the pail, removed the strainer and was surprised to find how little paint there seemed to be, for it covered the bottom by only a couple of inches. At once I realized one of the virtues of my new possession. When the paint is spread out in a shallow mass there is no danger of plunging the brush in too far, with the resultant waste of paint, dirty brushes and, perhaps, paint running up to your elbow. Score one point. Other advantages soon became apparent.

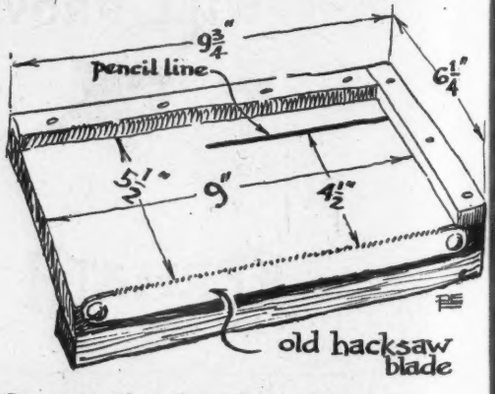
There was ample space on the sloping side to pat out the excess paint in the brush and an occasional swish in a circular direction, with the brush, served to keep the paint well stirred. The big, strong bail made the pail easy to carry or to hang from a ladder with a wire hook, and the squatty proportions of the bucket gave you a feeling that it would not spill over easily, particularly since most of the weight was concentrated very low. In short I was delighted with my new tool.

It was not, however, until I had poured the leftover paint back into its original can (after carefully wiping the groove of excess paint so that the top could fit tight), and wiped the last bit from bucket to can that I fully appreciated its virtues. There being no internal lip on the pail, all the paint can easily be removed. I then poured about ½" of turps in the bottom of the pail and swished the brush about in it, cleaning both brush and pail with one operation. When the brush was almost free of paint, I dumped the turps into my brush keeper and washed out both the brush and the bucket with cold water and Gold Dust. The brush was dried and wrapped in newspaper (to preserve its shape) and the pail was dried and stored upside down (to keep out dust) in my paint locker. The old bugaboo of forgotten brushes, foul with the paint of last season's work, has been banished from my life forever — and by so simple a thing as a pail.

Sanding Wrinkles

▶ As the best way to use abrasive papers is in quarter sheets, a gauge for tearing them is a useful tool to have about the shop, or to take with you when you go to the yard for a day's work on the old hooker. The one sketched will serve the purpose and can be knocked together from any odd stock you may have available. Allow the hacksaw blade to stick up above the surface of the base about 1/16".

In use, place the bottom cleat against the front edge of your work bench, locate the sandpaper in the gauge with its edges close against the side and rear cleats, and tear it in half with a downward pull. Take the halves and turn them against the end cleat so that their short sides are against the pencil line and tear

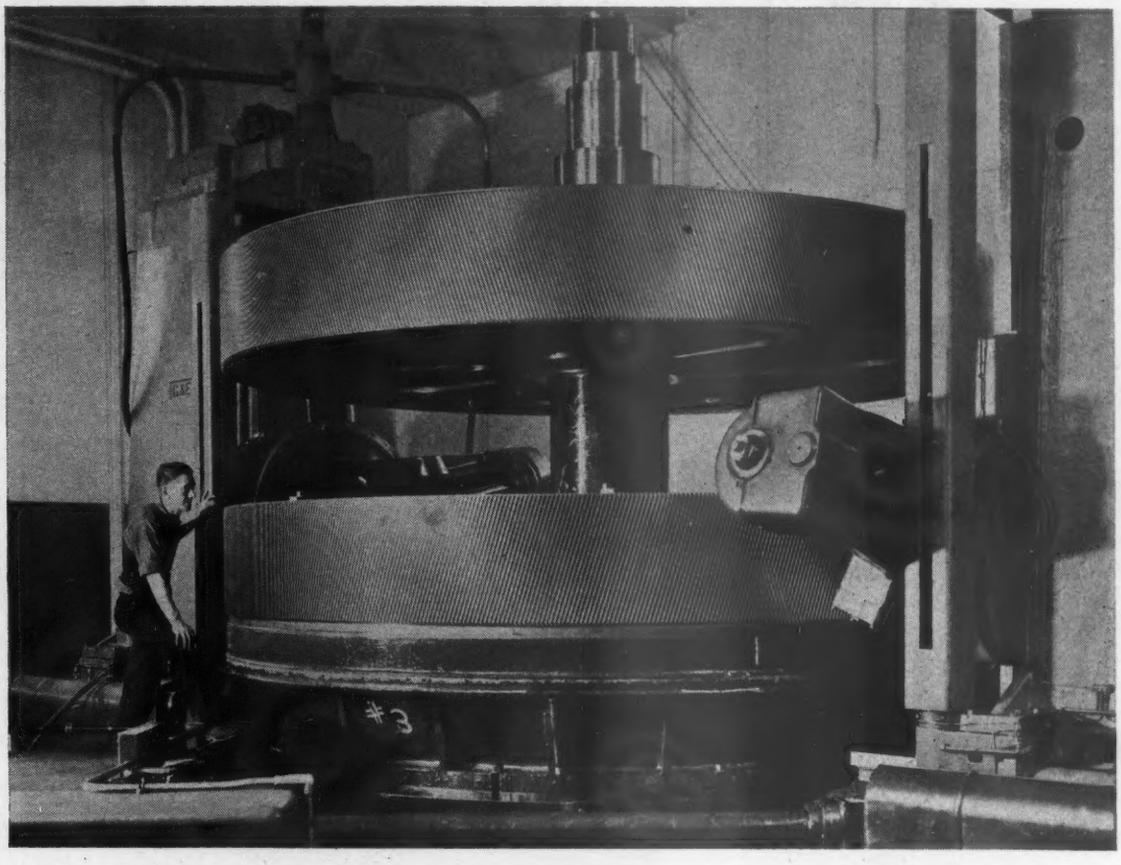


Gauge for tearing Sand Paper

as before. You will now have four evenly torn pieces of paper to work with.

Professional wood finishers use a sandpaper block whose dimensions are 3" by 5" by about 1¼" thick. The best ones are made of a hard wood, such as maple, and are faced with a piece of ½" sponge rubber or medium hard felt. The upper edges of the block are rounded to be comfortable to the hand and its edges have shallow coves cut in them for finger grips. Such a block will be a great help in the sanding you have to do around a boat and you will find that the time devoted to its making will be well spent.

HAM DE FONTAINE



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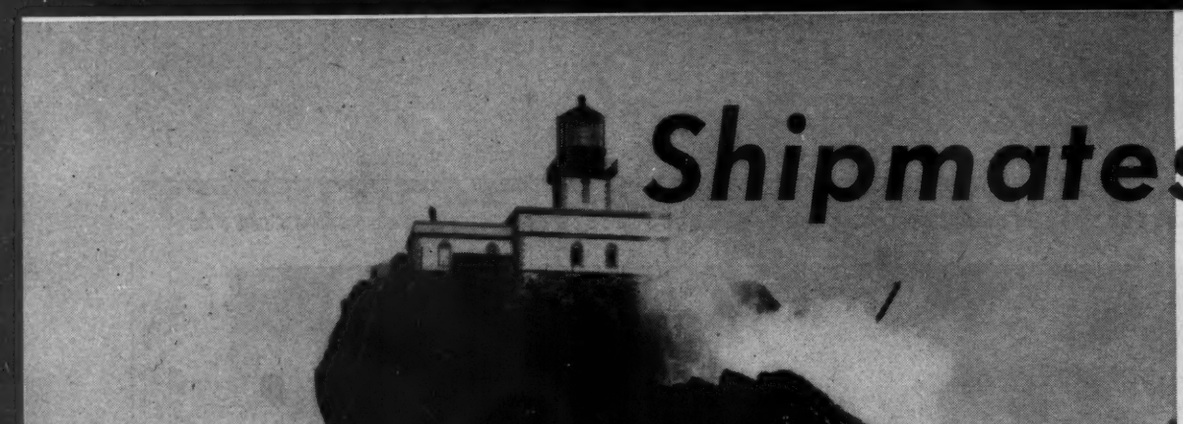


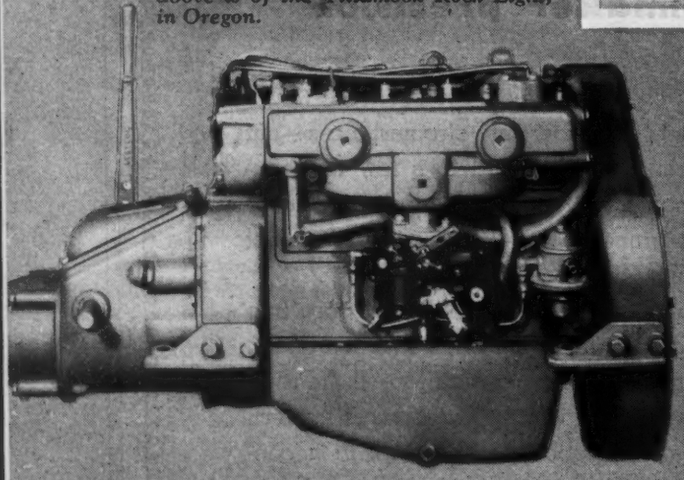
ARMY E NAVY

1st Award, December 1942
2nd Award, June 1943
3rd Award, January 1944

This drawing, reproduced from the book "Guideposts of the Sea", courtesy of the MacMillan Company and the author, Irving Conklin, is from a metal plaque dated about 200 A.D. It is believed to represent the PHAROS of Alexandria, built 280 B.C. at the mouth of the Nile River. The smoke and flame from the open fire burning at the top guarded the Mediterranean mariners in and out of Egypt's chief port for 1000 years. The tower was 576 feet high. The photograph above is of the Tillamook Rock Light, in Oregon.

U. S. COAST GUARD PHOTOS

The Coast Guard Tender PINE, powered with an opposite-rotation pair of six-cylinder Gray Marine Diesels, is employed in the hazardous inshore work of tending buoys along the Atlantic coast. Overseas the same engines drive the big LCT Tank Lighters which have done an outstanding job in the invasion fleets.

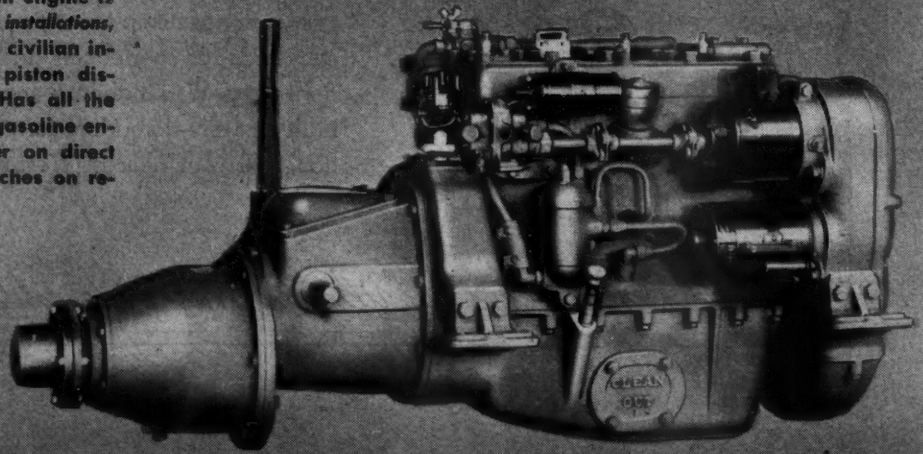


Heavy-duty Engines for Heavy-duty Work

FOUR-52 (below). Well known to commercial fishermen and auxiliary owners. Used with great success in the *U. S. Engineers' Power Utility*. A tough and powerful small engine, less than 36 inches over all, yet it delivers 57 h.p. at 2600 rpm. Individual porting for smoothness and built-in temperature control system. Reduction gear ratios, 2:1 and 3:1.

FOUR-22 (above). This useful small engine is being built in quantities for *lifeboat installations*, and is now available for essential civilian installations. 112 cubic inches of piston displacement, develops 12-45 h.p. Has all the desirable features of larger Gray gasoline engines. Handles 13 x 10 propeller on direct drive, and diameters up to 20 inches on reduction gear.

Every boat should have a Gray Handbook aboard. Ask for your free copy and complete list of Gray literature. The Gray catalog shows 1941 prices still in effect.



These outstanding engines from the Gray Line now available

the U. S. Coast Guard

at home as well as abroad!

The enormously expanded U. S. Coast Guard—given a big job to do—has gone about it with characteristic quietness and efficiency. It has trained thousands of Americans—many of them Gray owners—who are surprised and pleased to find familiar Graymarine engines in U. S. Coast Guard boats.

Gray's FOUR-22 for example, a compact gasoline engine, is found in the Coast Guard's 20-foot utility boats. At the other end of Gray's power range is the 6-cylinder Gray Marine Diesel, used in larger Coast Guard vessels, such as illustrated here.

The extraordinary tasks which the U. S. Coast Guard has accomplished with Gray-Diesel-powered Landing Boats on the invasion fronts is well known. And, as one specialist to another, we say, "Well done, U. S. Coast Guard! We're glad to be shipmates with you."

GRAY

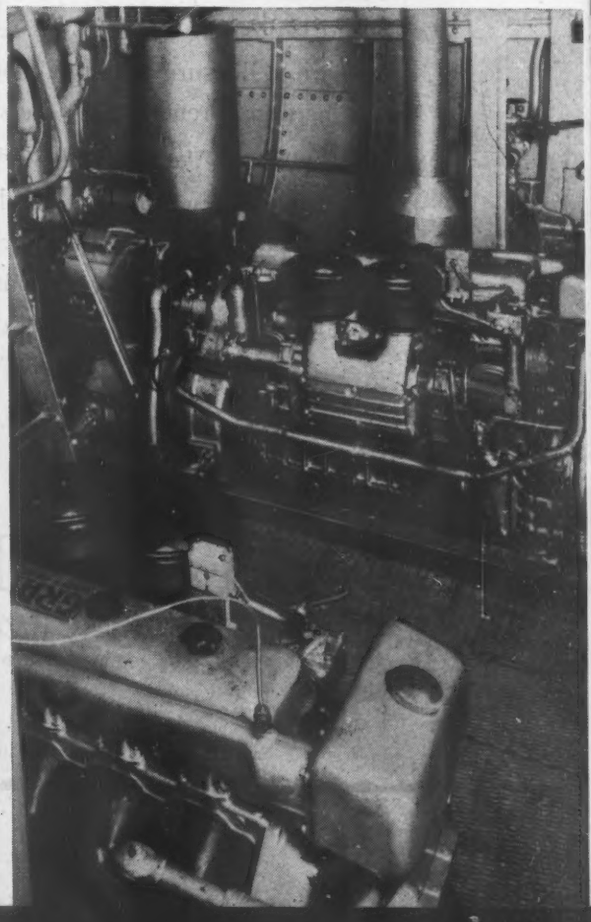
MARINE MOTORS

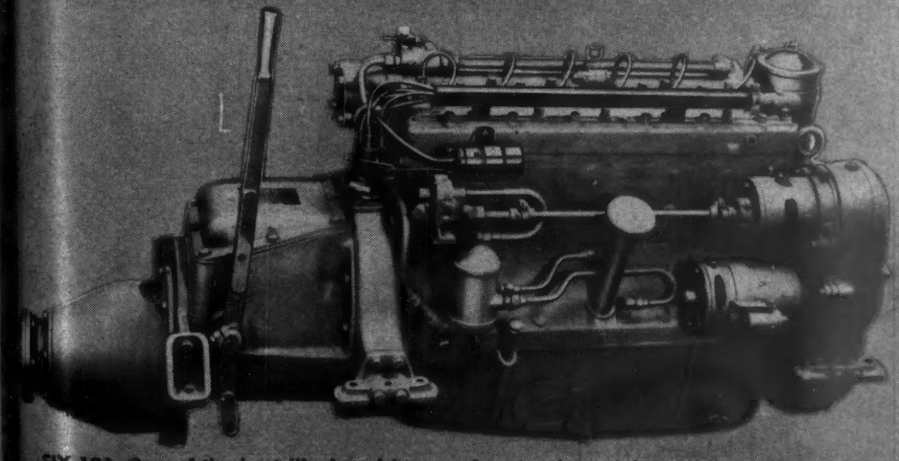
GASOLINE / DIESEL

GRAY MARINE MOTOR COMPANY

DETROIT, ZONE 7, MICHIGAN

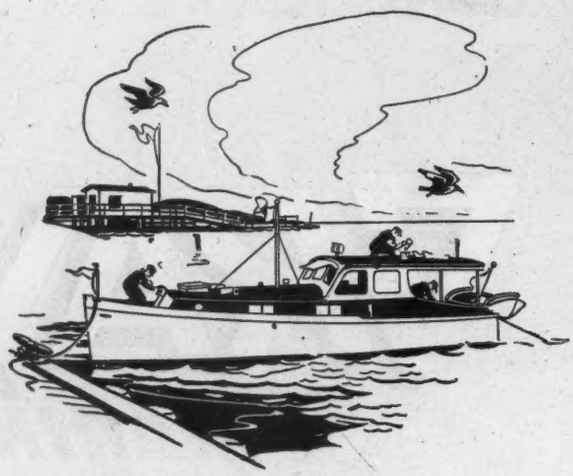
The Coast Guard Supply Vessel FORWARD is of all-steel construction, 104' x 26' x 8'. With full cargo, 207 gross tons. In service between Rockland, Maine and Jacksonville, Florida. The engine room (right) has two compact Gray Marine Diesels, installed in 1939, which provide a speed of 10 knots.





SIX-121. One of the best liked and best performing heavy-duty engines that Gray ever built. Highly successful in commercial fishing vessels and substantial yachts, and now being shipped in quantities for the *Ramped Cargo Lighters of the Royal Canadian Navy*. 7 main bearings. Individual intake porting. 330 cubic inches of piston displacement enable it to handle large propellers with effortless ease. Reduction gear ratios of 2:1, 2.5:1, 3:1 and 5:1.

for essential civilian installations



Even in Wartime

Every good yacht belongs in the water during the summer—even in wartime.

On-shore storage adds injury to insult to such craft. Cracking, warping and drying out are the inevitable result of prolonged disuse ashore.

Get your yacht back into the cool water of some safe harbor this year. But first, it is imperative that it be protected by caulking, painting and varnishing and be prepared for tough weathering. Be sure that the moorings have been inspected, renewed if necessary, so that no dog-day gale will send your craft adrift.

It is equally important that you have full insurance protection during the time your yacht is afloat. Ask your broker about Atlantic's House-Boat Endorsement. It should be helpful.

1842 1944

ATLANTIC.

Mutual INSURANCE *Company*

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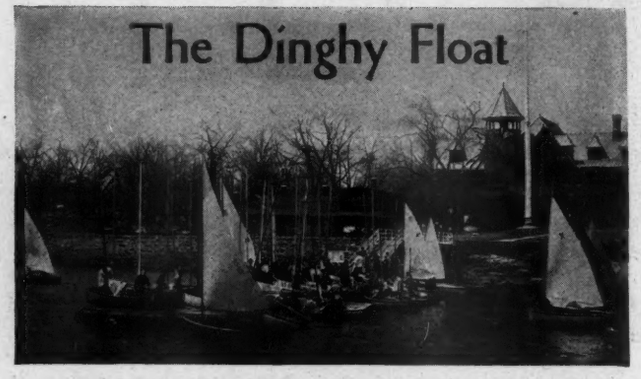
The Dinghy Float



▶ Some two years ago YACHTING published a description (August, 1942) of a then newly conceived one-design dinghy class, the Pacific 14-footer. Since that time, the class has flourished and, despite the complexities brought about by the war, is now entering its third season with a full-to-bursting racing schedule on the summer calendar.

In the belief that enthusiasts who are not familiar with these dinks would like to know something about their antecedents, we quote a letter from Commodore Frederick H. Brewer which tells of their characteristics and origin. "It was in the fall of 1941," he writes, "that Craig Doyle and I were looking for something which might stimulate interest among the sailing enthusiasts of our club, and it was then that I made the acquaintance of Wendell H. ("Skip") Calkins, who had the idea of and faith in a true sharpie dinghy having a measurement of 14′ o.a. . . . The sheer is similar to that of the International 14-footers, but the similarity ends there. The Pacific 14-footer deviates from the true sharpie only in the form of the transom, and I begged for the slight curve to take the curse off the box-like angle of the chine.

"*Fidget* (No. 1), a Balboa Y.C. syndicate boat which was put out as a trial horse, surprised us in many respects. She beat the Dyer dinks, the "Bs," and sailed well in company with the Snipes. In light going she seemed to need more lateral plane and as a result the later boats all have a larger centerboard, which was the only change found necessary. . . . In a breeze they are a real thrill. Of course, you cannot pinch them to windward like a deadrise sectioned boat, but give them a good full and they will plane even when close-hauled. Broad off and running, their speed is remarkable. Being light and flat, they carry little momentum and will not forereach like a V-section boat when in stays.

"The Balboa fleet now owns its own mold, for which a charge of $5.00 is made. Of the local 21 boats registered, only two have been built by professional builders. With the material for chines, planking, centerboard trunk and frames furnished, we lift such a boat off the mold at a professional labor cost of $25.00; from then on, most of our owners complete the job themselves.

Margaret DuMoulin Photo

No. 15, built and owned by Robert R. Henley, who is mate of the Balboa Fleet and vice commodore of the national organization

"American ship with Paragon Gears ketchum nice lunch!"
That's "a fine kettle of Jap" this South Seas gourmet is cooking. He enjoys seeing the Nipponese stew almost as much as we do. For our tastes are similar: We, too, like our Jap sailors "well sunk."
By giving light Navy and Coast Guard craft swift, sure maneuverability in action or on patrol—Paragon Gears play an important part in preparing the recipe for victory.
Year after year it's... Paragon
REVERSE and REDUCTION GEARS
PARAGON GEAR WORKS, INC., CUSHMAN STREET, TAUNTON, MASS.
"Bet She's Got Paragon Gears!
It's almost a sure thing sailor! For, in peacetime, Paragon Gears are the first choice of America's largest builders of small engines. Uncle Sam, too, knows what he wants, and selects Paragon for light combat craft. Wherever you find lightning getaway and swift sure maneuverability, you find Paragon Gears.
year after year it's
Paragon
REVERSE & REDUCTION GEARS
PARAGON GEAR WORKS, INC.

let freedom smile

The ability to smile is a by-product of freedom. It is an advantage that Americans enjoy. The Yank cracks a joke as he crouches in a foxhole. The gunner grins as he points his sights at the target. The worker whistles at his lathe and does his job the better for it.

Advertising too, can smile. And when delivered that way, its message is frequently more effective and longer remembered.

Although in light vein, these cartoons contain a serious message: that Paragon Gears contribute directly to the striking power and efficient operation of the nation's naval forces.

PARAGON GEAR WORKS, INC. · TAUNTON, MASS.

Transmissions for Marine Internal Combustion Engines

idiots!
GET ME INFORMATION ABOUT PARAGON GEARS!
With typical Nazi tact the espionage chief is ordering his underlings to get facts about Paragon Gears. Of course he won't get them, yet his eagerness can be readily understood. Because Paragon Gears give Uncle Sam's light naval and Coast Guard craft the same superb service that made them, in peace, standard equipment on over 90% of America's pleasure boats.
year after year it's
Paragon
REVERSE & REDUCTION GEARS
PARAGON GEAR WORKS, INC., CUSHMAN ST. TAUNTON, MASS.

WRITE FOR FREE BOOKLET OF PARAGON'S CARTOON ADVERTISEMENTS.

Old Salts Say, "She's Built *Right!*"

Yes, men who know boats will tell you that an Owens Sedan is built to last. They know that Owens selects extra-heavy white oak ribs, steam bent to shape . . . planks them with thoroughly seasoned tropical mahogany . . . uses Everdur bronze screws throughout. Result: the toughest, staunchest 30-footer that ever rode out a storm. But Owens emphasis on strength and seaworthiness doesn't sacrifice trim lines or comfortable living quarters. Far from it! Take a look at the next picture, for instance.

Room Galore, below deck, gives an Owens big-yacht luxury. And remember, this is only *one* cabin. Up for'ard there's another roomy, two-bunk cabin, plus a big galley and spacious lavatory. Aft, there's 60 sq. ft. of open cockpit. Wait 'til you board an Owens. You won't believe she's only 30 ft. overall.

Sound Construction. Take this gasoline tank . . . rolled seams fused to prevent leaks . . . designed to underwriter's specifications. The long filler pipe, extending to the bottom, prevents overflow, except through safety air-vent outside hull. Engine draws fuel from top of the lead-lined tank, preventing sediment from clogging the gas line. Unusual care? No, it's just typical Owens construction. An Owens is built to last!

These Days, you can't buy a new Owens; our big plants are busy turning out powerful landing craft for the Navy. But if you now own an Owens, you'll want the Owens handbook, with its many valuable suggestions on the care and maintenance of Owens cruisers. This new handbook is free to Owens owners and will help you keep your boat in first-class shape until the day when you can trade it in on an Owens postwar cruiser. Orders for these new cruisers are already being accepted. Deliveries will be made, after Victory, on a basis of priority of orders. If you're not already a lucky Owens owner, let us send you our prewar catalogue just to show you how Owens builds 'em. Write for catalogue Y, Owens Yacht Co., Dundalk-22, Baltimore, Maryland.

Save For Your Postwar Owens . . . With War Bonds

Owens 30 ft.

The Ideal Cruiser

Owens Yacht Company, Dundalk, Baltimore, Md.

"As to where the material comes from, it might be advisable to point out that almost every owner is engaged in some branch of shipbuilding, and scrap is to be had from most yards for the asking. A well-finished boat, including rigging and sails, can be bought for $300.00, but she will cost a good amateur builder considerably less.

"Briefly, I believe this is what a P-14 offers:

— a stable little boat which will not throw you out if you go forward of the mast to tie up or cast off;

— a comfortable day sailer for three, (we race with two);

— a boat which is light enough for three to pick up and stow away until the next race; and,

— there is no small boat which offers you so much pleasure for so little money.

"Late in April, the Association completed its winter and spring series for the Founders Trophy. Wendell Calkins won top honors with his *Janie* (No. 5), Barbara Metcalf was second in *Buttercup* (No. 2), and Darby Metcalf took the third position in *Chaser* (No. 3). The records also show that Metcalf, national Snipe champion, scored six firsts in as many starts and in so doing skippered *Janie* to victory while recommissioning his own dinghy at the expense of losing the trophy."

WHAT OUR READERS SAY

MISSED THE FOREST FOR THE TREES?

Editor, Yachting:

▶ To my sometimes tortured mind, some of the lads who contributed to your post-war yacht symposium seem to have missed the well-known forest for the trees. For the first time in history, real thought, capable engineering, and development money have been utilized in producing real progress in the ventilation, electrical installation, and fire-prevention applications in *small boats*. The effect of this development on the basic design of post-war smaller boats (applicable equally to the metal, conventional, or plywood boats) will mean the difference between the real and pseudo up-to-date yacht.

After all, whether a vessel has a molded plywood clamp will have no effect whatever on the ability of her occupants to sleep comfortably in warm weather. Materials are, naturally, of great importance in the whole picture; however, lights which *keep* burning in all weather; eliminating fire hazards by proper ventilation and fire-prevention equipment; comfort to personnel by sufficient change-of-air and comfort due to ample heating facilities (there are some excellent new developments for heating small volumes) will do much to affect the potential equipment of the post-war yacht.

H. A. Scheel

Washington, D. C.

IS THIS THE YACHT FOR TOMORROW'S SKIPPER?

Editor, Yachting:

▶ After reading your January issue — and being one of the "after-the-war sailors" who has owned two schooners in which I made a number of offsounding cruises, include three Habana-St. Petersburg races — I would like to add my bit to the "future survey" argument.

No matter where I've been in War Department work these past three years, I have always found "old" sailors and prospective new ones to "shoot the bull" with. As a result, one thing stands out very prominently to me, and that is that there is to be a large demand for a 40′ to 45′ o.a. auxiliary, sleeping four to six persons, of medium shallow draft, of very substantial rust-proof construction, and suitable for offshore cruising.

A suggestion: that an architect or builder design a staysail rigged schooner of durable wood, copper and bronze fastened; T type precast keel (in order to obtain approximately 5 foot draft); 40′ o.a., approximately 11 foot beam; with Korodless rigging; 4-to 6-cylinder gasoline engine (to produce a 7 knot speed in smooth waters); with a 32-volt auxiliary lighting and an

W. A. PATTERSON, ***President of United Air Lines***

"...YOU SAY VIBRATOR POWER SUPPLIES CAN INCREASE SAFETY AND COMFORT IN PLANES?"

MR. W. A. PATTERSON, *President of United Air Lines, recently said—*

"It is our belief that the war has advanced public acceptance of the airplane as a mode of transportation by 20 years. The airlines, like every other service that caters to the public, must anticipate their passengers' expectations of new facilities for greater comfort and safety. United will put in service new, huge 44-50 passenger Mainliners offering comforts, conveniences and thoughtful appointments surpassing anything heretofore known, and flying from coast to coast in 11 hours with new devices to assure safe flight."

E-L is ready right now with Vibrator Power Supplies to bring passengers the greater comfort of fluorescent lighting as well as the convenience and safety of radio and radio-telephone. E-L Black Light equipment is available as a safety device for instrument panel illumination at night to eliminate blinding interior glare and to provide clear, sharply defined instrument calibration. Engineered to specific space and voltage requirements, Electronic Laboratories products are used wherever current must be changed in voltage, frequency or type. E-L engineers invite inquiries.

E-L STANDARD POWER SUPPLY MODEL 307

For the operation of standard 110 volt AC equipment, such as radios and small motors, from a 6 volt battery. Characteristics: Input voltage, 6 v. DC; Output voltage, 115 v. AC; Output power, 100 watts: Output frequency, 60 cycles.

Dimensions: 7½x8¼x10¼ in. *Weight:* 23½ pounds.

Write for further information of this and other models of the extensive E-L line.

ARMY E NAVY

Electronic LABORATORIES INC.
INDIANAPOLIS

VIBRATOR POWER SUPPLIES FOR LIGHTING, COMMUNICATIONS, AND ELECTRIC MOTOR OPERATION • ELECTRIC, ELECTRONIC AND OTHER EQUIPMENT

Exterior-Type *Douglas Fir* PLYWOOD

(Made with Completely-Waterproof Binder)

— *laboratory tested for weatherproof qualities*

• Just a month in this "Weather-O-Meter" produces the effect of a year of sun and rain on finishes for Douglas Fir Plywood. These tests—carried on in the Douglas Fir Plywood Association laboratory—augment findings from test exposure fences in climatically different parts of the country, and from actual uses all over the world. This research laboratory tests more than 150,000 Plywood samples each year, in addition to developing new products and new uses.

DOUGLAS FIR PLYWOOD

Real Lumber

MADE LARGER, LIGHTER
SPLIT-PROOF
STRONGER

• Always look for the EXT-DFPA "grade trade-mark"—branded or stamped on every genuine panel of Exterior-type Douglas Fir Plywood. It is your assurance that you are getting a panel made especially for permanent exterior use. **Moisture-resistant types are not intended for marine use and should not be so used.**

• Exterior-type Douglas Fir Plywood is manufactured in the following grades: **Good 2 Sides and Good 1 Side, available on special order; Sound 2 Sides and Sound 1 Side, the most popular grades for marine use.** Also available as **Sheathing Exterior (SH-Ext)** for utility purposes; **Industrial Exterior,** for industrial purposes; and **Concrete Form Exterior,** for use where moisture conditions are abnormal or when an extremely large number of form re-uses are desired.

Proven Superior for Marine Use

• **Not only laboratory-tested—but thoroughly proven in actual use—Exterior-type Douglas Fir Plywood will be one of your most versatile post-war materials for marine construction.**

Today, of course, Plywood is available for essential uses only. Some of these uses include: deckhouses and bulkheads for minesweepers, decking and planking for Army tugs, interior bulkheads for cargo ships, and complete hull assemblies for barges, ponton bridges and assault boats.

Made especially for permanent outdoor use, Exterior-type Douglas Fir Plywood is manufactured by the hot-plate synthetic resin method to meet the rigid requirements of U. S. Commercial Standard 45-42.

TECHNICAL DATA

• The following are available without charge. Technical Data, Finishing Data, Plans for Small Boats. Write for these booklets or other information concerning the uses of Exterior-Type Douglas Fir Plywood.

Douglas Fir Plywood Association

Tacoma 2, Washington

extra 32-volt generator on engine; with tinned copper water tank, with two galvanized gasoline tanks; with alcohol stove and ice box in galley; with electric toilet and lavatory; and with the following sails: one suit of 10 oz. working canvas, an 8 oz. spinnaker and extra overlapping jib, and a 6 oz. fisherman topsail. She should also have a cutless rubber stern bearing and bronze plate rudder, bronze steering gear with wood wheel, all interior to be mahogany and white, and to have bunks with inner spring cushions. In other words, she would be a compact, complete, substantial, livable boat, good for any weather and any waters. I fully believe orders for 500 such boats can be obtained today (with money deposited), for delivery as materials are obtainable. The cost, due to the quantity production of one exact type must, of course, be kept reasonable.

I think YACHTING is in a position to help our cause, and I know hundreds of others would like to know the cost so that we could place an order, even though delivery might be delayed for some time. If I don't find such a proposition soon, I am going to try to set up a yard on the Gulf coast for just such a proposition.

L. M. HARVEY

Edmonton, Alberta, Canada.

MORE TRUTH THAN POETRY

EDITOR, YACHTING:

▶ Last Christmas brought the usual and always welcome gift of a year's subscription to YACHTING. With it, my wife enclosed a bit of iambic pentameter she had dreamed up, and which I thought you might enjoy.

"Though it won't be wrapped in tissue,
You will know, when your next issue
Of YACHTING shows up here on time,
That though your year's expired,
Your wife thinks she's inspired
About the gift — if not about the rhyme.

"So dream of yawls, and sloops and ketches,
And draw many mental sketches
Of a lazy life down on a southern sea. . . .
Though I'd rather live on dry land,
And take trips to Lady Island. . . .
The Columbia gets rough enough for me."

CPL. WAYNE BAGLEY

Portland, Oregon

DIVING TECHNIQUE

EDITOR, YACHTING:

▶ As sailing enthusiasts, and as interested subscribers to YACHTING, we have come across a fact which we feel should be publicized for the benefit of those who cruise and go in for amateur diving in shallow water.

Commander Ellsworth describes several deaths which have occurred in using the "Momsen Lung," due to the wearer holding his breath while rising to the surface. Gas under pressure will expand as the pressure is reduced, and in this instance, air (gas), would be under pressure when inhaled and held in the lungs. Rising to the surface, when holding this "full breath" might be fatal, due to sudden expansion of the air in the lungs (expanding them beyond the capacity of the soft tissue composing the lungs). If this condition occurred, the person would more than likely develop an air embolism which might be fatal. All this applies to a diving helmet. If anything caused a diver to discard his helmet under water, he might easily take a full breath and then rise. The danger in so doing can easily be obviated by exhaling air from the lungs as one rises through the water.

We have a letter from the Officer-in-Charge of the Submarine Escape Training Tank, U. S. Submarine Base, New London, Conn. substantiating our opinion in all respects.

HELEN S. JENKS

Washington, D. C.

COME TO THE PLANT THAT SPECIALIZES ON THEM... *and nothing else*

The Harper organization devotes its energies and facilities exclusively to non-ferrous and stainless fastenings. It manufactures bolts, nuts, screws, washers, rivets and specials of Brass, Bronze, Copper, Everdur, Monel Metal and Stainless Steel. It produces nothing in common steel or iron.

Harper offers large and widely assorted stocks . . . extensive manufacturing facilities . . . engineering "know-how" . . . and field service difficult to match elsewhere. All of which means much to the fastening user.

New four color, one hundred four page catalog and reference book ready soon.

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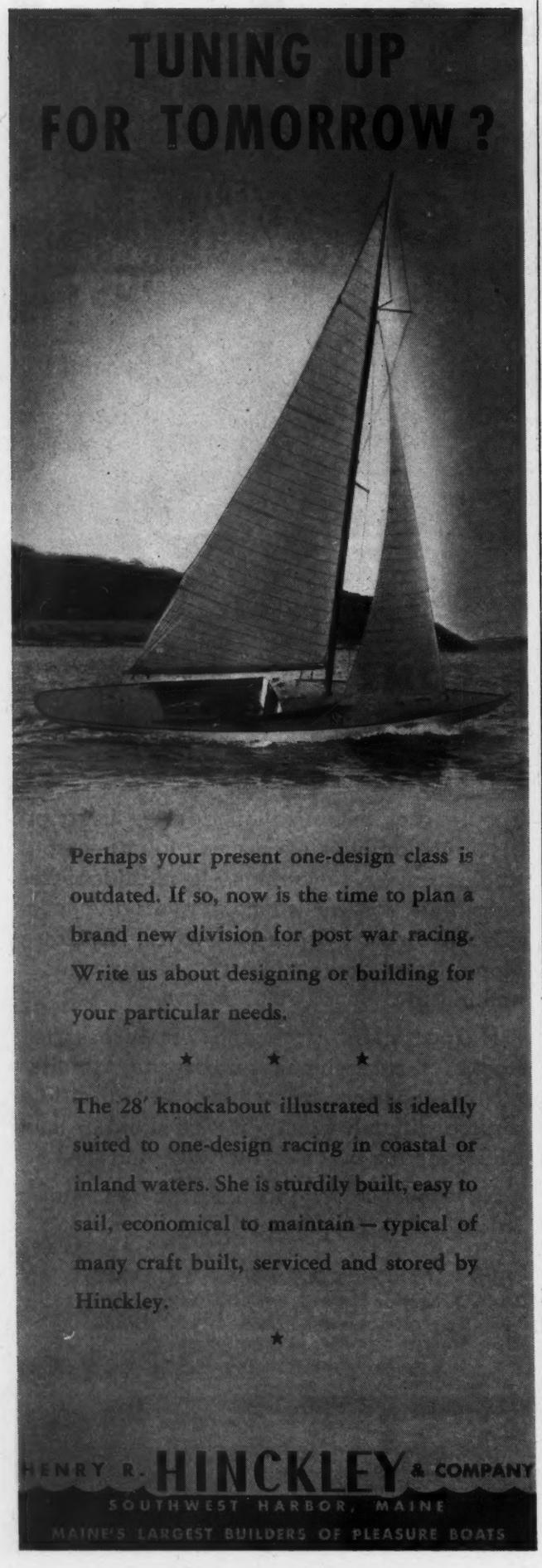
TUNING UP
FOR TOMORROW?
Perhaps your present one-design class is outdated. If so, now is the time to plan a brand new division for post war racing. Write us about designing or building for your particular needs.
★ ★ ★
The 28′ knockabout illustrated is ideally suited to one-design racing in coastal or inland waters. She is sturdily built, easy to sail, economical to maintain — typical of many craft built, serviced and stored by Hinckley.
★
HENRY R. HINCKLEY & COMPANY
SOUTHWEST HARBOR, MAINE
MAINE'S LARGEST BUILDERS OF PLEASURE BOATS

WITH THE U. S. COAST GUARD AUXILIARY

▶ "What of the future of the Coast Guard Auxiliary?" That is a question which is on the lips and in the minds of Auxiliary and TR members everywhere, and, as may be imagined, it is a subject to which serious study is given at Headquarters. There seems little question but that the members as well as officials in Washington have every intention of continuing its operation in peacetime, yet it is self-evident that this can be accomplished only by building today for activity tomorrow.

Some months ago Admiral Waesche, in the course of an address before Auxiliary members in Philadelphia, put his finger on a number of salient points which warrant the studied consideration of all Auxiliary and TR members. He said, in part:

"I do not need to emphasize to you the magnitude of our peacetime fleet of yachts on all the navigable waters of the United States or to point out the varying degree of risk that each one of these craft may constitute either to itself or, by incompetent handling, to others. It is not necessary to point out to you that many of these craft are in charge of persons whose qualifications may be extremely limited and who carry with them others, including women and children, whose lives may be jeopardized through the inefficiency of the person in charge. A very high percentage of the Coast Guard's rescue activities has been made necessary by this type of vessel.

"The task of policing this enormous number of small boats scattered over the navigable waters of the country would be a stupendous one. Frankly, it would be beyond the capacity of any conceivable Coast Guard organization. To meet this situation to some extent, Congress at my request authorized the Coast Guard Auxiliary. The purpose of this Auxiliary was twofold. By bringing into being an organization which adopted safe standards for its own boats and for its personnel, it removed those boats from the category of potential risks. It also created an organization upon which the Coast Guard could devolve some of its preventive and rescue functions.

"We believe strongly that the best possible regulation is self-regulation. The Coast Guard has no desire to build up in itself a greatly expanded organization for the purpose of increasing its control of small craft. Increased regulation will unduly restrict the capable and careful boat owner in order to correct the deficiencies of the inefficient. We should like to see improvement brought about within the fraternity of motor boatmen, rather than imposed upon it from without.

"The Coast Guard is unique in being a military service which performs civil functions and which is under a civil department except in wartime. This gives us a high degree of flexibility. In like fashion the Auxiliary, although it can be given military status and powers through the Temporary Reserve when desired, is constituted as a purely voluntary civilian organization. Its planning and development can largely be conducted on a civilian basis and by its own membership, with only such guidance and centralization by the Coast Guard as it may desire.

"In two directions I am particularly anxious to have the benefit of your advice. The first is, how can the Auxiliary extend to other small boat owners the desire to achieve the same standards of safety and boatmanship that are a prerequisite for membership in the Auxiliary? Can this be done inside the industry with a minimum of additional Governmental regulations? Or to what extent, if any, is such additional regulation desirable?

"The second point is, what can be done by the Auxiliary to indoctrinate in safety and boatmanship, as well as in lore of the sea generally, some of the younger generation who normally would not have a chance to get out on the water? I am thinking of high school chaps who would undoubtedly be eager to learn from experienced Auxiliary members. The advantages that would accrue to the Auxiliary, the Coast Guard and the country itself through the creation of a large group of young men who were made sea-minded and safety-conscious and were qualified to become associate members when opportunity offered, would be tremendous.

"We believe that Auxiliary members are better fitted to work

"THE FAMOUS SWINGING DOORS"

They've opened wide at New Guinea, Attu, the Solomons, Anzio . . . and on the boiling beaches of many an Axis-held shore.

From their mighty maws pour streams of trucks, tanks, guns and the many needs of hard-hitting invaders.

Each time our heroic troops crack another Axis beach, our hearts swell with pride . . . we're working 'round the clock building propellers for the boats that take them in.

Whether it be the custom built "Equi-Poise" for the PT, MTB, the Vosper Victory, propellers for the DE, the "Sea-Mule" or the many craft needed for global war—an ever-increasing number rely on dependable Federal-Mogul Propellers.

Today, with four plants operating to the limit of greatly augmented capacity, we're learning new methods of precision manufacture. Tomorrow, after Victory, you'll enjoy these improvements in new and finer products. Federal-Mogul Marine, 4043 Beaufait Avenue, Detroit 7, Michigan.

The coveted Army-Navy "E" awarded Federal-Mogul Marine Division (Detroit plant) for high contribution to American freedom.

PT's — From battlefront after battlefront come headline news of their countless victories. Federal-Mogul custom Equi-Poise Propellers give them extra dash and speed.

DE Vessels — Bristling with power and guns these Navy designed DE vessels are the scourge of the Axis U Boats. Federal-Mogul Propellers help "push them thru'."

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CUSTOM, STANDARD EQUI-POISE

Men of the Navy have the protection of Ta-Pat-Co Life-save *Equipment that never lets them down!* Filled with kapok, five times more buoyant than cork ...there's nothing to puncture, no air to leak out. Always ready for instant service, Ta-Pat-Co not only keeps the wearer afloat but protects him against floating wreckage or flying shrapnel. In peacetime Ta-Pat-Co, now in the service of our armed forces, will be important equipment in the activities of sportsmen, maritime crews and all lovers of water sports.

TA·PAT·CO STAY-A-FLOAT HAS GONE TO WAR

Thousands of unfilled orders for STAY-A-FLOAT were on hand when our factories went exclusively on war work. When peace-time returns this famous patented life-save and swim-vest will again make water sports safe for young America.

NOTE: The kapok in Ta-pat-co life preservers is a critical material reserved for the use of our fighting forces for the duration.

THE AMERICAN PAD & TEXTILE COMPANY
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In peace and in war, the leading manufacturer of Life-Save Equipment and Sleeping Bags

these problems out than we are. We want to help you all we can and we have a Director of the Auxiliary at headquarters in Washington for that purpose. He will give you any guidance you desire and his office can act as a clearing house to such extent as you may wish. By and large, however, I feel that the Coast Guard Auxiliary should be your organization, flexible and designed to meet local situations without undue centralization and with a minimum of Coast Guard control. I feel sure that you will recognize the ample opportunity that is offered and I am confident that you gentlemen, through your organization and with such help from the Coast Guard as may be desired, will perfect a procedure to accomplish the needed results."

▶ Opening of navigation on the Great Lakes is reflected in an increase in man hours reported for temporary members of the USCGR. March figures showed an average of 43.71 hours per man served by the 1911 Temporary Reservists in the Lake Michigan area, divided among active duty, training and administrative services.

The First division led the seven divisions of the Lake Michigan TR personnel with an average of 51.21 hours per man. The First division is headed by Ensign Charles R. Hearn, veteran member of the Chicago Y.C. Its duty is mainly in Chicago River patrol. Division 2, commanded by Lieut. (jg) E. W. Zagers, averaged 49.47 hours per man per month, principally on patrol and guard duty in the Calumet industrial area, in taking second place in the Lake Michigan area division report. The First and Second divisions have more than a thousand men enrolled.

Lieut. Comdr. Harold H. Elliott, assistant to the TR personnel officer (Lake Michigan area), estimates that, using a basing of 216 hours a month as a basis for Coast Guard duty of regulars the Temporary Reservists' active duty provided replacement for 247 full time Coast Guardsmen. Considering the cost of the regular Coast Guardsmen's service at an average of $150 a month to the government, the Temporary Reservists' services in March represented a saving of more than $37,050 to the government.

In view of the probable necessity of further replacement of regulars transferred to sea duty, as well as increased responsibilities during the open navigation period, the favorable financial showing of Temporary Reservists' performance is due to reach impressive figures.

Outstanding performances have featured work of the Lake Michigan area's Temporary Reservists. Ensign Walter Hornstein and other TRs figured in the rescue of three fishermen from an ice floe near Escanaba, Mich. Ensign H. S. Nelson and seven other TRs of Muskegon, Mich., were commended for their work under the commanding officer of the Muskegon Coast Guard station in providing assistance to the auxiliary yacht *Yawin* and the car ferry *Grand Haven*. Ensign Walter H. Bourque and all members of Division 2, Flotilla 6, reported within 15 minutes to give effective aid to East Chicago firemen in getting a tanker fire under control.

Waterfront fires along the Calumet and Chicago rivers were at a minimum during the winter; a production protective factor that local fire authorities attributed in part to the vigilance and prompt, trained action of TR patrols.

In the St. Louis District, which stretches from Pennsylvania to Colorado and from North Dakota to Louisiana, the Auxiliary and Temporary Reserve have grown from a mere handful of men to a combined organization of more than 5,000. Present Auxiliary enrollment in the District is 1,286 active members and 297 associate members, a total of 1,583. More than 650 of these are actively enrolled in the Temporary Reserve on a part-time non-pay basis. This latter figure shows that Auxiliary members comprise 28 per cent of the District's Temporary Reserve complement of officers and enlisted personnel.

District Auxiliary enrollment is supervised through the District Board by eight Division Boards having jurisdiction over 54 flotillas. There are 24 Temporary Reserve units in the District, and the ever-expanding membership of these units now stands at 33 officers and 2,313 enlisted men. In addition to both the regular Auxiliary and TR, there is a special division of Temporary Reservists who serve as guards at war plants throughout the District. Membership in this section is listed as 32 officers and 2,224 enlisted men, serving at 22 separate units.

MODEL BY HERRESHOFF

Today's Shadows ....Tomorrow's Events

Herreshoff is proud of its part in building Motor Torpedo Boats (PTs) for the U. S. Navy, and Aircraft Rescue Boats for the Army Air Forces ... each endowed with a margin of extra performance contributed by the Herreshoff traditional Standard of Excellence.

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SHIPYARD

BRISTOL, RHODE ISLAND

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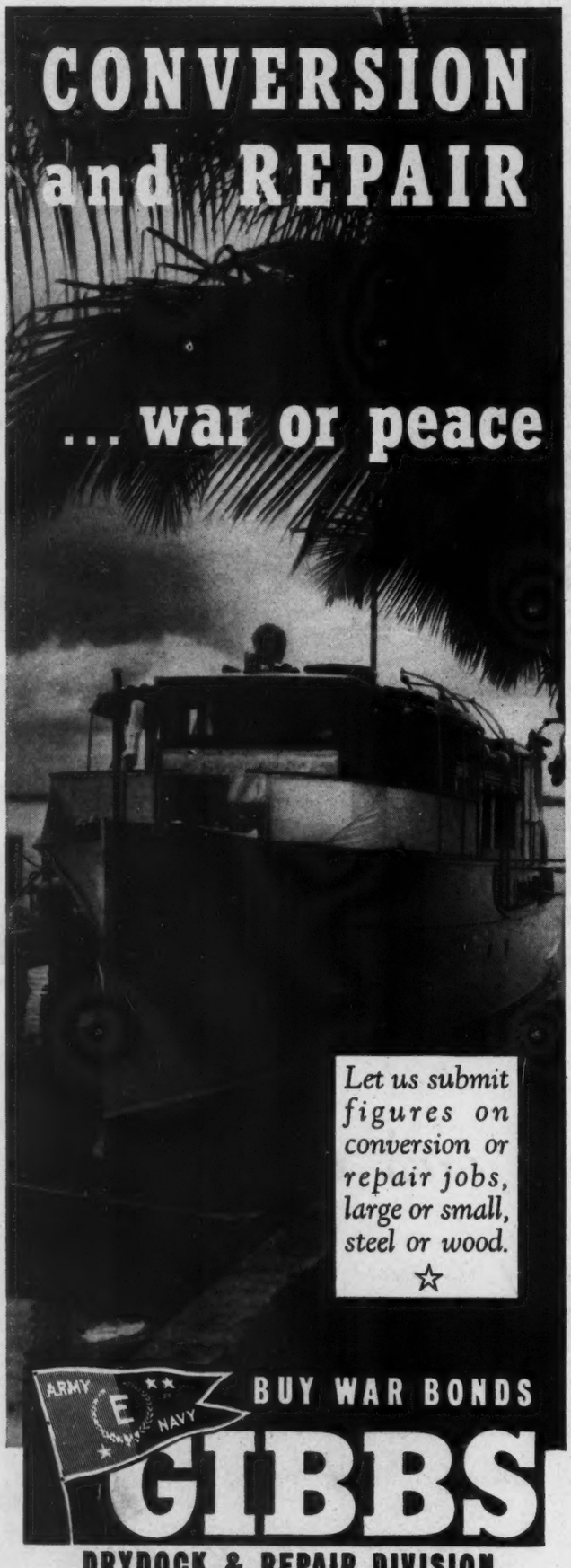
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and REPAIR
... war or peace
Let us submit figures on conversion or repair jobs, large or small, steel or wood.
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DRYDOCK & REPAIR DIVISION
GIBBS GAS ENGINE COMPANY, Foot of Gibson St., Jacksonville, Fla.

BOOKS FOR THE YACHTSMAN

SQUARE KNOT, TATTING, FRINGE AND NEEDLE WORK

By Raoul Graumont and John Hensel

▶ There has long been a need for a working guide to the various things of beauty and practical value that can be made by plaiting or knotting threads together — the process known as Square Knotting. The authors of the *Encyclopedia of Knots and Fancy Rope Work* have now written the most complete guide of its kind in any language. Profusely illustrated. (Cornell Maritime Press, New York. $1.50.)

FIRST FLEET

The Story of the U. S. Coast Guard at War. By Reg. Ingraham

▶ A well-balanced account of the unsung heroes of the Coast Guard by the naval correspondent of *Time*. It covers the history of the Service from 1790 to the present day and concludes with that well-known seaman's ditty: "I'd like to meet the guy who named the Coast Guard, and find out what coast he had in mind." Splendid illustrations. (Bobbs Merrill, New York. $3.00.)

VICTORY AT MIDWAY

The Story of Our First Decisive Naval Victory in This War

By Lt. Comdr. Griffith Bailey Coale, USNR

▶ Here is an intimate tale of Navy life aboard ship, at Pearl Harbor and at Midway, as seen through the observing eyes of an artist. Superbly illustrated with many colored reproductions of the artist-author's work, and with a text which is as convincing as the paintings and drawings, this volume will make a fit companion for the author's earlier volume, *North Atlantic Patrol*. (Farrar & Rinehart, New York. $3.00.) H. de F.

MATHEMATICS FOR MARINERS

By Captain Chester E. Dimick, USCG, and

Lt. Cuthbert C. Hurd, USCGR

▶ Based on the experience gained in teaching classes of candidates for Reserve commissions at the Reserve School of the Coast Guard Academy, this book contains the basic mathematics necessary for undertaking plane navigation, simple gunnery, seamanship, the problem of maneuvering at sea and elementary marine engineering. (D. Van Nostrand Co., New York. $2.75.)

U. S. COAST GUARD PICTORIAL AND SERVICE GUIDE

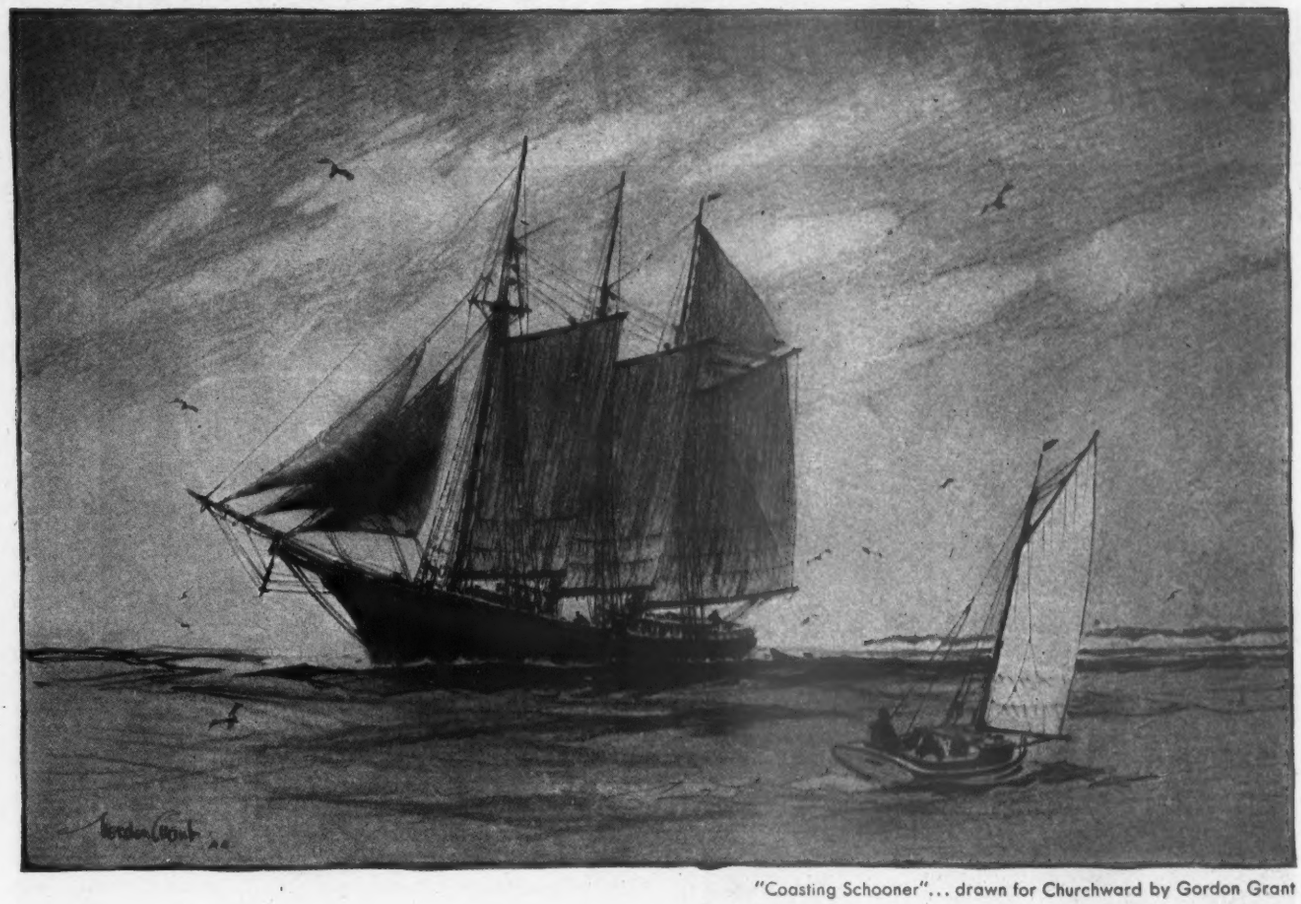
▶ A compact and well-illustrated book of small physical dimensions, yet one which contains a vast mount of pertinent information. There are also pages with ample spaces for the owner to keep his own Service record. (Hastings House, New York. $1.00.)

NAVY SHIPBOARD ADMINISTRATION

A Guide for the Naval Officer

By Captain Harley F. Cope, USN

▶ Few are the Reserve officers who will not benefit by this comprehensive volume on shipboard administration. Based on experience in this war, it provides a complete description of a ship's organization and specific guidance on the duties and the special problems of department heads. (W. W. Norton & Co., New York. $2.75.)



"Coasting Schooner"... drawn for Churchward by Gordon Grant

There is no school like experience

As those acquainted with war production know, it is from the old . . . from men long schooled in "know how" . . . that the new things of this war have come.

This is true in our field, which is welding. And thanks to a great fund of experience, welding science has gone ahead with incredible speed. Ten years' progress has been made in two. More and more products are being welded—*for greater strength, metal-saving, lighter weight, faster production.*

Tomorrow, all that we have learned in this field will be available to you. And the name CHURCHWARD may be on new developments of interest.

A LARGER PRINT of Gordon Grant's picture used in this advertisement, suitable for framing, is available to you with our compliments. Please write for yours early as the supply is limited.

CHURCHWARD & CO. • 37 WATER STREET • WEST HAVEN, CONN.

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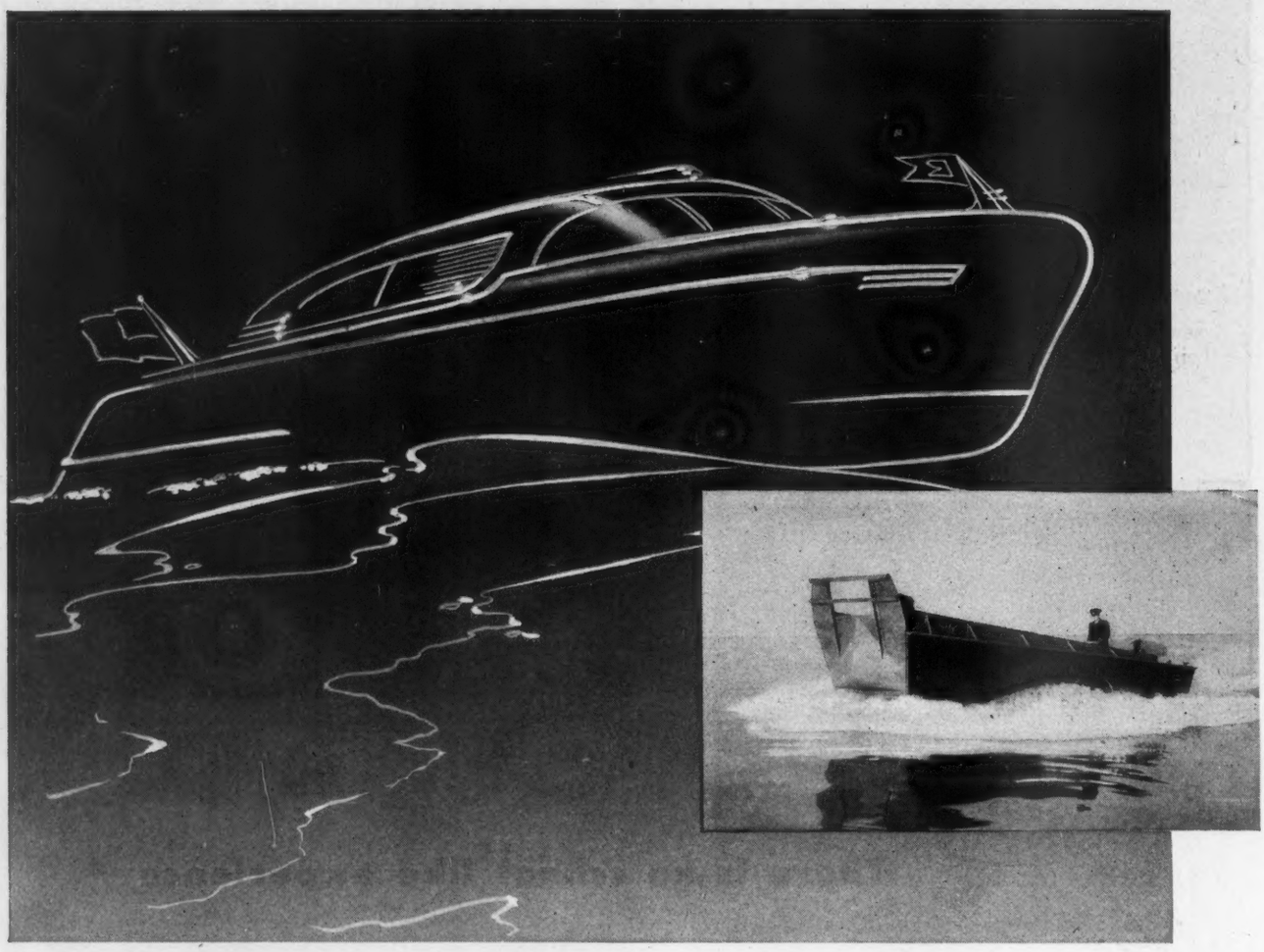

RICHARDSONS ARE *Rugged*

Ask any soldier or sailor or marine what *Rugged* means! It means they're tough! Our War Boats can take it and our Peace Time Cruisers can take it. That's the way we build them.

From stem to stern you'll find that Rugged Quality which means a long life of service.

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Cruiser of Tomorrow

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WATERFRONT NEWS

By "BEACHCOMBER"

WILLIS AUTOMATIC SAFETY SWITCH

▶ This watertight, sparkproof switch of solid bronze construction eliminates the possible disastrous effects of accumulated fumes around the motor. Using this switch, the motor cannot start until the blower is turned on. After the motor is running, the blower may be turned off and the motor ignition left on. It is constructed so that the switch lever can be turned only in the correct direction to operate in proper sequence: blower — blower and ignition — ignition only. Flush type for mounting on bulkhead or instrument panel. Flange diam. 3", box diam., 2¼". Wt. 1½ lbs. Wiring diagram for installation is included with switch. The E. J. Willis Co., 91 Chambers St., New York City.

A COMPACT GENERATOR SET

▶ A new compact, light weight marine Diesel generator set is now being offered. It consists of an 8 hp., 1200 r.p.m. Diesel engine, close-coupled to a 4½ kw. marine type generator of any desired voltage characteristics. The complete assembly, including water circulating pump, fuel oil filter and hand starting system, weighs only 1195 pounds. Extremely compact, the unit is only 45" long, 34" high and 25" wide.

A full line of units from 2½ to 10 kw. in this new design is available, as well as combination auxiliaries embodying air compressor, generator and water pump in a wide range of types. Lister-Blackstone, Inc., 1706 So. 68th St., Milwaukee, Wis.

ELECTRONIC AIDS FOR NAVIGATION

▶ The Hallicrafters S-30 Radio Compass incorporates the broadcast (535–1340 kc) and marine (1200–3000 kc) frequencies, thereby making it triply useful to the mariner. The government has provided, and undoubtedly will expand, the weather broadcasting service designed exclusively for marine use. Reports are given on marine frequencies and provide information of particular value to the mariner. Also such equipment aboard assures protection in case of distress, as the Coast Guard has standing watches on the marine frequencies "for the safety and protection of life and property at sea."

The well found yacht of the future may well be equipped with two-way radiophone, radio direction finder, automatic radio-controlled steering, radio-sounding and collision protection equipment manufactured by the Hallicrafters Company, of Chicago, which is laying the groundwork for production of such equipment for use after the war.

A NEW WATER SEPARATOR

▶ The new Lewis "Excel-So" water separator is of interest to handlers of petroleum products as it guarantees delivery of gasoline containing not more than 1/500 of one per cent water. During recent tests by government testing engineers involving millions of gallons of leaded and unleaded high grade aviation fuels, "Excel-So" delivered gasoline 99.999 per cent water-free. This device combines the use of a special coalescing medium with a low velocity settling chamber, thus introducing for the first time the dual principle of coalescing and settling of emulsified water in gasoline.

When gasoline first enters the separator, it passes through the contact section or coalescing zone where the coalescing medium is employed. This substance has the peculiar ability to break down the severest gasoline-water emulsion that may be developed either by pipe line turbulence or by the pumps.

The separating medium can be removed easily and quickly and replacement of medium is necessary only when debris is encountered.

"Excel-So" water separators are built for low pressure, medium pressure, or API — ASME construction, ranging in capacities from 25 to 1000 GPM. "Excel-So" separators have also been designed for removing water from Diesel fuels and kerosene. The Warner Lewis Company, 710 14th St. N. W., Washington 5, D. C.

Stephenson

MOTOR CRUISER

Today, the chances are that your ship is engaged in the grim business of war patrolling our shores in the service of the government.

But, tomorrow—after Victory is won—you'll be cruising those same waters for pleasure...spending leisure hours afloat for rest and relaxation.

Your cruise will be more enjoyable because your ship is equipped with a Hallicrafters Radiotelephone to add safety and convenience to your hours of sport and fun.

On fresh or salt water, there is no finer short wave communications unit, in use throughout the world, than the Hallicrafters Radiotelephone . . . greater dependability, less interference, better selectivity and a wider range of uses are what you will get.

BUY A WAR BOND TODAY!

hallicrafters RADIO

THE RADIOMAN'S RADIO

THE HALLICRAFTERS COMPANY, CHICAGO 16, U. S. A.

CROUSE-HINDS

NEW Type DCE-8, the small searchlight with features usually found only on large searchlights.

Type DCE-8 Hand Control Searchlight with Deck Mounting

1. **Parabolic silvered glass reflector.** Projects a concentrated beam of parallel light rays. High efficiency. Carries farther.
2. **No spill light** to reflect back from a blanket of fog and reduce visibility.
3. **Sturdy weatherproof housing.** One piece die-formed sheet metal.
4. **Control handle** on back of housing. Horizontal and vertical clamping handles for locking unit.
5. **Other mountings available.** Type DCX-8 has a pilot house control with automatic locking brake; an exclusive Crouse-Hinds feature. Either type can be furnished with a high pedestal mounting.
6. **For signalling** these searchlights can be furnished with a shutter. The blinker trigger can be operated by one finger at a speed of 240 or more flashes per minute. A sighting device is provided.

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CROUSE-HINDS COMPANY OF CANADA, LTD., *Main Office and Plant:* TORONTO, ONT.

8, 12, 16, 18, 24, and 36-inch SEARCHLIGHTS • 8, 10, 12, 14, 16, 20, and 24-inch FLOODLIGHTS

COLLEGE YACHTING IN THE GAY NINETIES

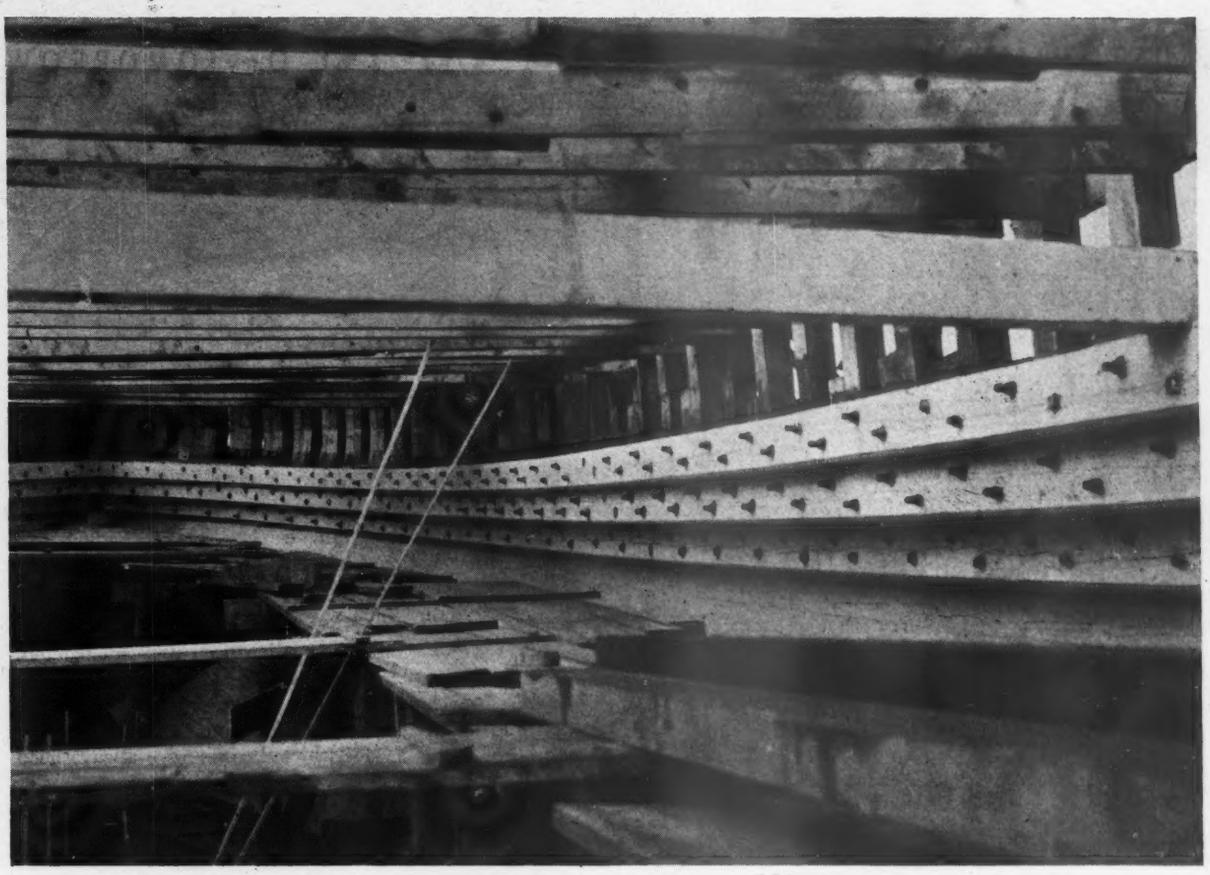
(Continued from page 39)

secured and mainsail and boom dropping into the water nullified the helm and we charged a smart schooner. To add to the excitement, Wooden let go the anchor which promptly fouled another boat's hawse. Among jeers from our high-hat friends our skipper, with commendable and most unexpected self-control, said little aside from terse orders which fairly soon extricated us from our humiliating position with no damage aside from a bit of paint and injured feelings. Regrettably the professional captain of the schooner we had charged was *Luciphine's* owner who, doubting Pete's seamanship, had been rather loath to make the charter. Pete, inwardly boiling, said little until some hours later in the bar of the old Crocker House. Chopsey, who had caused all the mess, innocently remarked, "Pete, seems to me you made a hell of a mess anchoring this afternoon!" That was the last straw and they proved to be fighting words. The break must have been subsequently healed for as I recall all was friendly the day following the races when I jumped ship to join the family aboard *Tide* for free transportation to Oyster Bay, and so far as I know *Luciphine* voyaged back to East Greenwich with no further adventures of note.

The next year's cruise in Dan Howland's *Moose*, with experienced shipmates, must have been devoid of particular adventures, and all I remember was a pleasant and agreeable time. *Moose*, of the knockabout type, some 25 to 30 feet water line, was well equipped and easily handled by our seasoned crew. We lived well and it was much more luxurious yachting than that of the year before or than what was to follow in the next and my last college cruise.

By my senior year I had acquired *Wyntje*, one of the Seawanhaka one-design knockabouts, or as they were, not without reason, jocularly called "leakabouts." Twenty-one feet water line, with 550 square feet of sail, jib and mainsail rig, of moderate draft, with iron keel and small centerboard, they were one of the earliest and a very successful one-design class. Well suited for racing in somewhat restricted waters, this class, sponsored by Seawanhaka, appealed to other clubs but the builder's capacity, to the detriment of quality, was overtaxed to build the fleets for the Westchester Country Club, and the Seawanhaka, Sachems Head, and Philadelphia Corinthian Yacht Clubs. While handy and smart little boats, with accommodations limited to two berths in a small cuddy, they were hardly suitable for extended cruising. Without water tanks or ice box, cooking was limited to what might be done on small primus or alcohol stoves, and a handy bucket served for many purposes. Yet, for the young and hardy, cruising in such craft was considered great sport, and for several years I cruised extensively in *Wyntje* and other similar craft.

As I recall, it was early in April when three of us went to New London one week-end to bring her around to Providence. We got to Stonington the first afternoon and with an early start the following morning we set sail for Newport in a brisk northwester. This soon got much more than brisk and at considerable risk to spars and sail, for once out in Block Island Sound I hesitated to reef with my landlubber crew, we made grand time; two hours and ten minutes from Watch Hill to Point Judith and a little less than two hours from there to anchorage at Newport, so that we made the run from Stonington to Newport a bit under four and a half hours and were in good time for lunch instead of dinner with friends ashore. In the afternoon we tied in all reefs for the beat up the Bay, but got no further than the Naval Training Station when the mainsail split from leech to luff. Those were the days when I treasured racing sails and considered any old canvas good enough for cruising (a practice long since abandoned after sad experiences). Returning to Newport, the mainsail was delivered to a sail loft and *Wyntje* was left at anchor until the next Sunday when, without further adventure, we proceeded to anchorage off the Rhode Island Yacht Club. There she remained except for occasional sails until the Annual Brown Cruise arrived.



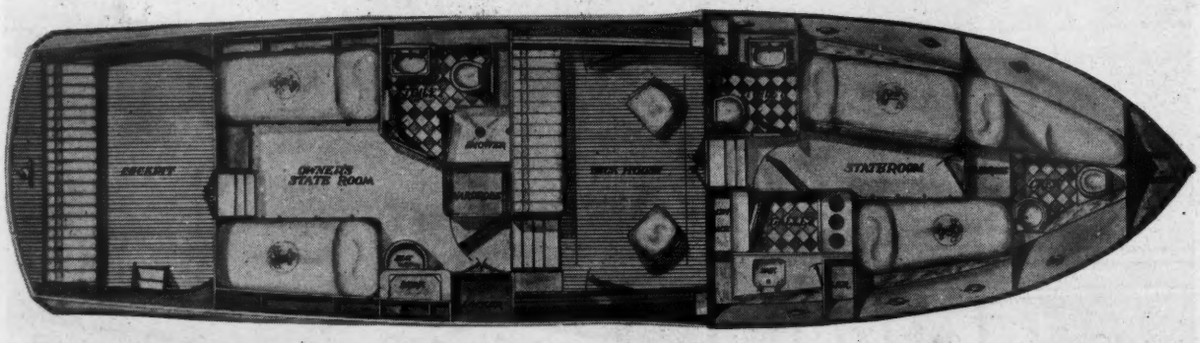
A study of the through fastenings of the clamps and shelving of this Camden-built ship, from the heavy timbers amidships to the neatly laminated members fitted in the peak, proves Camden's skill in the fine art of shipbuilding is traditional.

CAMDEN SHIPBUILDING & MARINE RAILWAY CO.

CAMDEN, MAINE

"Member of Maine Boat Builders and Repairers Association"

CUSTOM INTERIORS IN THE DAWN OF TOMORROW



DAWN
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FOOT OF PATTERSON AVENUE NEW YORK 61, N. Y.

INTERIORS with the comfort, privacy and individuality frequently associated only with larger yachts have long since been exemplified in Dawn layouts. Such features will be enhanced still further in the postwar Dawns, which will continue their acknowledged leadership in the trend to smaller yachts.

Like Dawn interiors, Dawn hulls are custom-constructed. Built to the owner's specified length, over standardized molds, they offer the finest in design and materials at substantial savings on construction, fully maintaining the superb quality for which Dawns have always been outstanding.

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Builders of U. S. Navy Plane Rearming Boats ▪ U. S. Navy Twin-Screw Picket Boats ▪ U. S. Army Motor Tow Boats ▪ U. S. Army Eureka Aircraft Rescue Boats

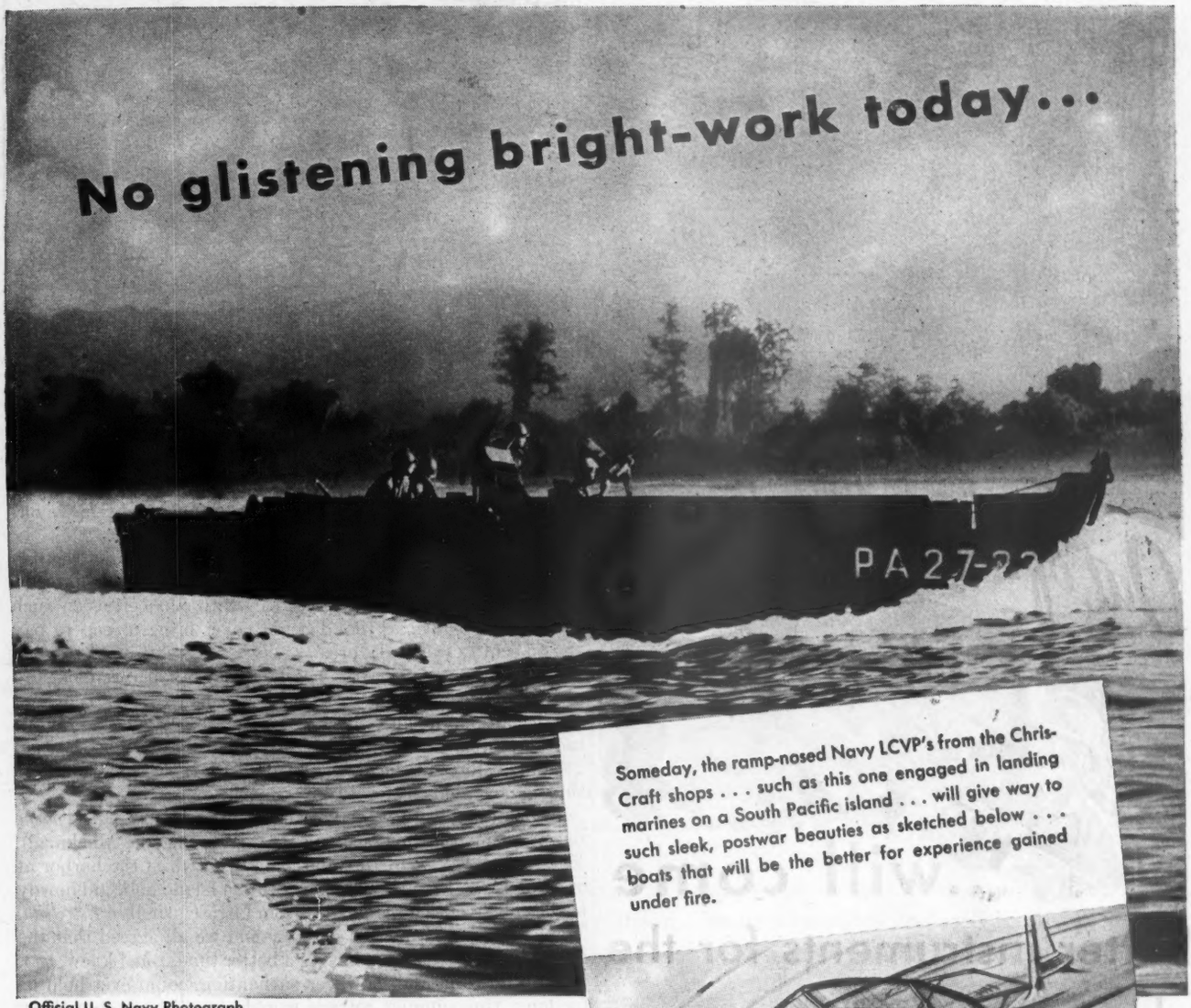
In view of past experiences, I had picked my crew with great care and could not have found more congenial and able shipmates than Harris Bucklin and Bob Steere, but we were all startled and downhearted when, laden with luggage and supplies, we found no *Wyntje* upon our arrival at the club. It developed that, during the hectic times of exams, Class Day, Commencement and attendant festivities I had had no opportunity for sailing, and that a night or so before the anchor line had chafed through and *Wyntje* had gone cruising on her own. Luckily she had picked a berth on a comparatively decent beach across the river and, after some difficulty in getting ourselves ferried across and establishing our right of ownership, we got her afloat at that night's high water and set sail for Newport to join our squadron, that year quite a respectable one both as to size and character of the boats.

We were the smallest of the fleet but had a fair turn of speed and cashed in well as a result of bets with rivals on port-to-port runs. The first day, from Newport to Stonington, we were not doing too well when, with Watch Hill just in sight, the fleet was hit by a particularly vicious northwesterly squall. I had taken the precaution to reef, hoping to be able to carry on to windward and to make up lost ground on certain rivals who I had assumed would lower all sail. We staggered along quite well at first until the darned mainsail again split clear across and above the last line of reef points. In considerable confusion we got the pieces stowed but were in the meantime blown well out to sea. At sunset the squall was over and under makeshift rig we slowly made our way to Stonington. There were some anxious moments picking our way under very short sail through the reefs at the eastern entrance of Fisher's Island Sound but we were rather puzzled when anchoring around three o'clock in the morning to find no others of our fleet. They showed up later in the day and it developed that our larger fleet mates, having seen us disappear in evident distress during the squall, had tried to locate us afterwards, evidently fearing the worst. They claimed to have continued the search all night, but we were suspicious and made ourselves thoroughly unpopular by accusing them of being unwilling to tackle the Watch Hill passage in the dark. We, at last, had had a few hours of sound sleep, and could afford to laugh at what we might have resented as their low opinion of our ability to take care of ourselves, and cheerfully collected several rewards for being the first boat to make port.

After these many years, I do not recall our exact itinerary, but we returned to Newport after New London in company with several Harvard and Yale craft before beating it back to Oyster Bay for the normal summer of Sound racing.

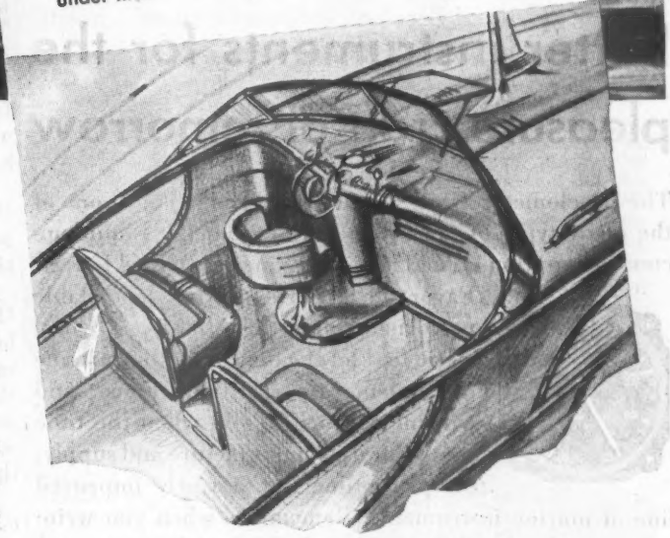
At New London I recall an amusing incident with the Coast Guard. Those were the days when it was the unwritten yachting law that no women were to appear on deck before eight bells. Probably influenced by the discomfort of the then prevalent fashion of bathing suits with sleeved shirts and trunks at least to the knees, all male yachtsmen were accustomed to swim in nature's garb before eight o'clock. On this particular morning it appeared that the freshman race was scheduled for an early start and much femininity had already gathered on a nearby Revenue Cutter when we took our morning dip. The shocked C. G. skipper at once dispatched a whaler with a very red-faced young ensign to expostulate. A heated argument ensued as to our rights under yachting usage, much more I fear to the embarrassment of the ensign, than to our own and the whaler's amused crews. As eight bells sounded we ducked below. The dignity of the Coast Guard had been upheld, even if we had flouted their authority until our time limit expired.

At Newport the joint fleets disbanded after a particularly pleasant celebration, which several prominent summer residents attended, and we all wended our separate ways. The only painful repercussion was some months later when my father received a very considerable wine bill which I had been authorized to charge to one of our acquired friendly Newport sports who later repudiated it. It took several months of my allowance to square the old man and I fear that, until his death nearly forty years later, I never was on exactly friendly terms with my Newport acquaintance.



Official U. S. Navy Photograph

Someday, the ramp-nosed Navy LCVP's from the Chris-Craft shops . . . such as this one engaged in landing marines on a South Pacific island . . . will give way to such sleek, postwar beauties as sketched below . . . boats that will be the better for experience gained under fire.



But the traditional dependability of Tobin* Bronze Shafting, Everdur* Fastenings, and other Anaconda Copper Alloys were never before so important as *right now.* Split second invasion schedules depend on unfailing performance.

In the Navy LCVP landing craft Chris-Craft is building, shafting of Tobin Bronze and Naval Brass are playing their parts in helping those who make the world's front page news.

And after the last beachhead is won and the war is over, Chris-Craft will be building once more fine pleasure boats equipped with dependable copper and its alloys and agleam with the visual beauty of these rustless seagoing metals.

*Reg. U. S. Pat. Off. 44138

ANACONDA *Anaconda Copper & Brass*

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better instruments for the pleasure craft of tomorrow

The Levelometer Type "L" fuel level gauge is just one of the many types of marine indicators that the Liquidometer Corporation is currently supplying our Armed Forces.

Favorable reports of the dependable performance of this dial-type hydrostatic fuel level gauge and other marine instruments are gratifying to us; and will mean much to you when the time comes for us to manufacture and supply, for peace-time use, a vastly improved line of marine instruments. Remember, when you write your specifications for future pleasure and commercial craft, to specify Type "L" Levelometers and other Liquidometer marine instruments which have proven themselves dependable aboard all types of Naval vessels.

For complete information, write or phone:

THE LIQUIDOMETER CORP.

Marine Division

41-19 37th STREET, LONG ISLAND CITY 1, N. Y.

Robert Kerr

"Minx," "Kathmar" and "Josephine II" alongside Turner's island

NORTH CHANNEL NOSTALGIA

(Continued rom page 37)

Basin where the pike really are "that big," but why move on? Why do anything, in fact?

To be sure, we fished a little; we swam any time of the day and night that the mood moved us; we played bridge aboard *Rambler;* and we filled a quart can with blueberries in such short order that after that I could never bring myself to pay the 55 cents a pint, city price.

Dinner those days with *Apache's* fish, our hamburger, and over-the-open-fire coffee, was cooked ashore with "Toot" at the accordion. What a shock it was when Doc turned on the radio and we heard that Mussolini had put the show on the road 24 hours before! I believe, for the moment, the war had actually slipped our minds.

In our dinghy we went visiting from boat to boat. *Apache* (wizard winner in this-race-and-that, including the Mackinac), *Vitesse, Rambler, Estrellita,* and *Minx* were all in the harbor at one time. We also put-putted over to the Island and said howdy to the holidayers who came over from Little Current in *Estrellita.* The howdy lasted most of one day and we all agreed that the men could not have been having a better time. But I knew, too, that no piece of land, however enchanting, could ever hold us for long. Our summer cottage would always be a ship. How about a change of scene? A change of friends? Anchors aweigh, and new adventures ahead.

The passage from Bay Finn to Tobermory, too, is memorable. We spotted a balloon falling ever so gently out of the blue. We wondered what it could be doing over McGregor Bay but forgot about it when it was blacked out by the mountains.

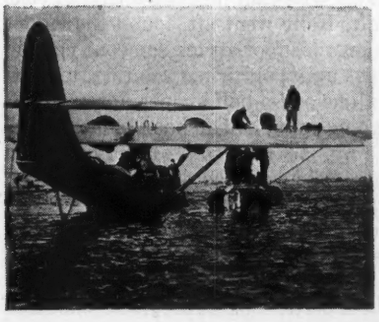
Eddie says there is always a wind coming into Tobermory. It was right on the snoz so we could not lay Bear's Rump and had to beat up between the Rump and Flower Pot, which is really as intriguing as the postcards would make you believe. We slid into the magnificent Big Tub with its sheer rock walls just as it was getting dark and moored along the floating raft walk for the night. Most of the names painted so lavishly across the rock were under water last year, but still readable.

The next morning we talked to the Grand Old Man of Tobermory, Orrie Vale, who makes you wonder if a small town and a fishing boat are not all that are needed for a full life. He certainly was young for sixty.

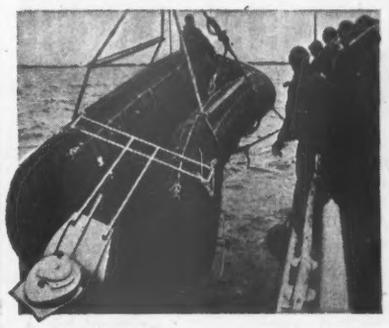
The cruise home was far from an anticlimax. The weather was made to order for a vacation; sunny, warm, with a light breeze. When the air did flatten out Eddie set the engine at idling speed which pulled the wind ahead enough to fill the sails — a sharp trick for cruising in gas rationing days. We hit Goderich on Saturday night and the whole town and the whole countryside and the whole RAF wandered around that center circle. We stocked up on steak, feeling that it was our last chance to get our teeth into beef. Our last overnight stop was the Sarnia Yacht Club, cleaner than Port Huron's Black River. We checked into the customs at Marine City (which is quicker than Detroit), crossed St. Clair in the only blow we had, then rolled down the river and home.

. . . Two TIN FISH FOR TOJO!

UNTIL it is slammed straight for the belly of a frantically twisting, dodging Jap ship, a Navy aerial torpedo should be handled with care! And that is the way this deadly pair, cradled one over the other in a rubber barge, are being transported. In rearmament service these big rubber boats provide their lethal loads with a "safety zone" . . . a plump cushion of air that completely surrounds the cargo, safeguarding it against the danger of shock or collision. Many Evinrudes are used in such service, providing capable driving power and a high degree of maneuverability.



1 **Servicing seaplanes** is another job for which rubber boats are ideally adapted. For powering big rubber boats, Evinrude now produces a special model of its famed Lightfour, built with deep shaft, high-ratio reduction gear, and 360 degree steering that permits the boat to be maneuvered in any direction.



2 **Up she comes,** the day's work done! This photo shows the type of bracket widely used for mounting an Evinrude on a large rubber boat. Evinrude has developed many special mounting brackets to meet the varied needs of the scores of different types of small craft used by the Army, Navy and Marine Corps.

3 **The Japs use outboards** too, as is shown by this photo of a Jap outboard captured somewhere in New Guinea, and patched up by our boys to serve in ferrying supplies to the beach. Perhaps, by this time, it has been replaced by a sparkling Evinrude Speeditwin, a "popular number" in the far Pacific!

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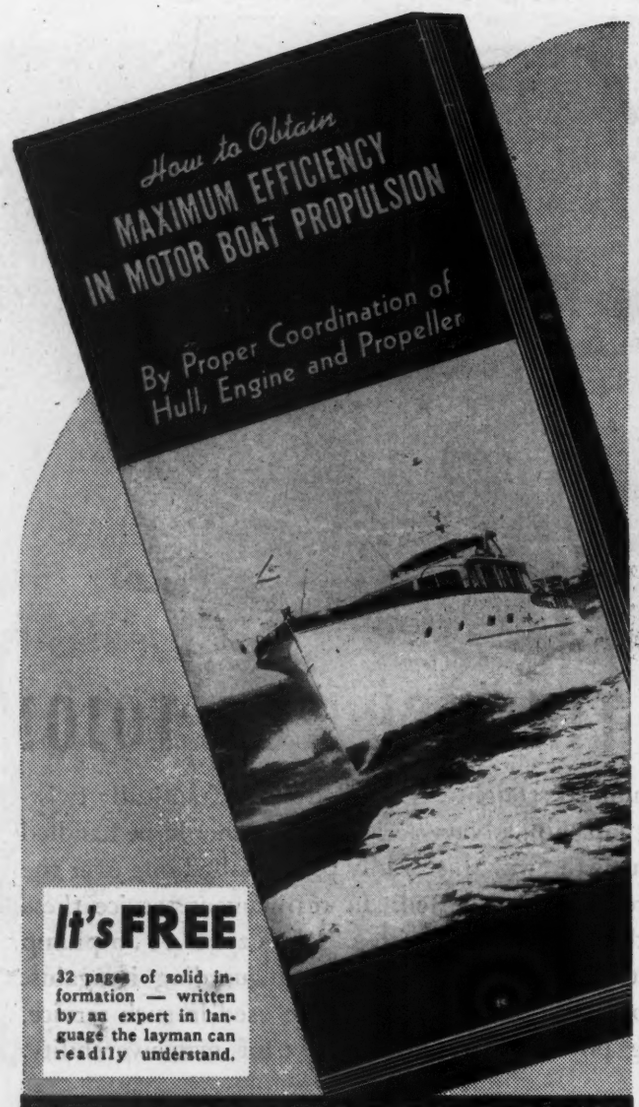

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OUR "SECOND" NAVY

(Continued from page 48)

There was an ensign named Kelly from Wisconsin who was the only lend-lease officer the writer ever knew. Of course, we've given ships to the British, lots of 'em. And they've given us all kinds of supplies and assistance, as anyone who ever worked out of one of their bases will tell you. You can have anything you can carry away, no matter how badly they need it. And there are liaison officers and observers from both Navies in each others' major ships and bases.

But, to my limited knowledge, no officer was ever lend-leased for regular duty aboard a Limey except Kelly. It happened this way: One of their ships showed up in Boston after an altercation, shy a couple of officers. And being blokes who take a dim view of being tied to docks when there are subs about, they borrowed Kelly and sailed away instead of enjoying waiting for replacements. But that is not the real Kelly story. It took place long, long before in his naval career (about three months) when he was a new fresh, shiny-braid ensign out of Midshipman School. In obedience to his first set of orders, he arrived at a section base to join a mine sweeper. He was conscious, to the point of his knees knocking together, that there was a lot he didn't know, including a lot of little naval customs and traditions.

Anyway, Kelly got through the section base gate where he picked up a seaman on guard duty to help carry his gear and guide him to his ship. There she lay, stubby and ugly, with an ensign in dirty khaki directing a working party taking aboard some Coca-Cola. Hardly a ship-of-the-line — but the commission pennant fluttered at her masthead and the United States jack and ensign hung at bow and stern. Kelly gulped a little and rehearsed his gangway speech: salute the colors . . . "Ensign Kelly reporting for duty, sir . . . permission to come aboard?" . . . cross the gangway . . . salute the officer of the deck.

Twenty feet away, the ensign aboard saw him. Up he jumped on the dock, entirely omitting to pick up side arms, gloves and spyglass and stand by the gangway. Out . . . not up . . . went the hand, snatching Kelly's en route to his cap brim. "Mr. Kelly? Glad to see you . . . just in time . . . going out in half an hour . . . got to go up the dock for a minute . . . lay below and see the captain, will you . . . have those men stow your gear."

And up the dock he went, emergency flank speed. Kelly went across the brow, one salute, a coxswain juggling a case of coke told him the ladder was aft. Kelly went aft, found the ladder and descended. Halfway down his foot struck someone coming up. The captain. Kelly went up, apologizing, saluting, making his speech. The captain, a one-and-a-half striper, interrupted: "Just in time, Mr. Kelly, going out in half an hour, endorse your orders when we get under way, just keep ship while I go up the dock, back in a few minutes." And up the dock he went, also four bells and a jingle.

Kelly was left on the deck. The working party had disappeared. The ship was his. He paced up and down, hands in jacket pockets — never in trousers pockets — perhaps he should have gloves . . . maybe he'd better look at the lines. The lines — well, as far as somebody from Wisconsin could tell, the lines were all right. Or, rather, all secure. He paced up and down, eyeing the paravanes, the sweeping gear, the pilot house, the flag locker. The flag locker! The captain's absent pennant! Kelly made a jump for the flag locker. Of course, he should call out a signalman and order him to break out the flag and hoist it. But just how did you call out a signalman? It was easier to do it himself.

He found the third repeater, the traditional mark of the captain's presence elsewhere, he found a halliard, ran the pennant up fluttering bravely to the starboard yardarm, secured it. And turned to find a full four stripe captain standing on the dock eyeing him sadly. Kelly flashed to the salute. The captain returned it. "Too bad," he said, "how did it happen?" Kelly gulped. The captain shook his head. "He was a fine fellow," he said, looking somberly at Kelly whose Adam's apple was bobbing up and down like a can buoy in a seaway. "It certainly must have been sudden."

Kelly opened his mouth, thought better of it, closed it. The

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captain took pity. "Young man, unless your commanding officer is really dead, which I doubt since I saw him only ten minutes ago, you had better have that pennant put on the *port* yardarm. Good morning." And up the dock he went, but slowly, as if he were making way with difficulty.

Then there was an ensign named Colihan, who came in with his ship from four days at sea on shakedown to a port where an admiral had his flagship. It had been cold. So cold that there had been plenty of ice-chopping to do on the weather decks. With the result that the interior of the ship was hardly clean. It had been rough. So rough, that 19 out of 22 had been ill (not too bad for a first cruise). So rough that the ship's cook had tried to commit suicide by jumping overboard. But we came in, the first of our type of ship to make it. The rest having developed some mysterious shaft trouble en route.

The blinker light from the harbor entrance control post said to tie up to the flagship. We ran through the nets, came close aboard, asked permission by our blinker — even though they tell you to, you still have to ask. Affirmative. We went alongside, fouled up a heaving line, almost had our bow blow too far off, rang enough engine room bells to dock the *Queen Mary*, finally made fast. The ensign named Colihan went over the side forward to report in to the operations officer. The cook, now somewhat recovered and released from the bunk in which he'd been tied went over the side to see if he could borrow a gallon of milk from the flagship's galley. The captain (the ensign) liked milk a lot. It might get him in a good mood for "a forty-eight" to visit a nearby relative.

The ensign reported, was told the admiral was anxious, was very anxious to see one of this new type of ship, would be aboard in half an hour for inspection. The ensign went back to his ship on the double, crying aloud for the impossible: clean ship, stow all the canned goods that had gone adrift in the lazarette, change into blues in twenty minutes. The cook came back after gossiping a few minutes, to find the Chief Boatswain's Mate standing in the shambles of a galley, using cuss words no one had ever heard before. The admiral came over the side in 30 minutes, no more, no less, with his staff following close astern. And was met by a spruced up ensign and one member of the crew in proper uniform. Some time had to be wasted before going below.

First one word about admiral's staffs. If the admiral looks disapproving, his staff officers do, too. If the admiral looks pleased (which is rare), they do, too. But, because they get so much more practice at looking disapproving they do it much better. Like the characters in the old silent movies who wanted to make sure there was no mistake about the expression they were registering. When one admiral and three or four other officers look at you like that, it is like the impact of a 16-inch salvo. And it is not pleasant to be an ensign.

The first part of the inspection was easy, if a little taut. The ensign conducted the whole party to the bridge. In doing so, he offered to let the admiral go first . . . was informed in only slightly "trade school" tones that the captain always leads in his own ship.

Then there ensued a period of superfluous remarks. It is something even more tantalizing than what pitchers and catchers talk about in their little conferences, to wonder what a real captain (USN) says to an admiral who is inspecting his ship. Maybe they teach them something at Annapolis. But I can't imagine what. Because you can't be funny, you can't be offhand, you can't even talk about something else. All you can be is obvious. "There," you say to an individual who probably invented the thing, "is the radio direction finder." Or, entering a compartment which couldn't possibly be used for any other purpose, "This is the head." You try to get an exclamation point into it, to make it significant, fraught with a sanitary threat to our enemies.

Ended the bridge interlude. Ensued a period of climbing down ladders to the forward deck. Said the admiral, using an almost one-man-of-the-sea-to-another tone: "Do you have any difficulty coming alongside and making fast?"

Gulped the ensign, restraining an impulse to salute three times, "N-not lately, sir. We used to till we got those new bitts." The admiral turned, examined the items with unhurried calm and interest. The staff looked where and as the admiral looked. "Bitts?" said the admiral, "Bitts. You mean cleats." The staff

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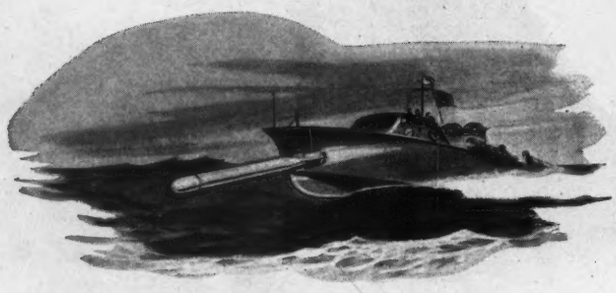

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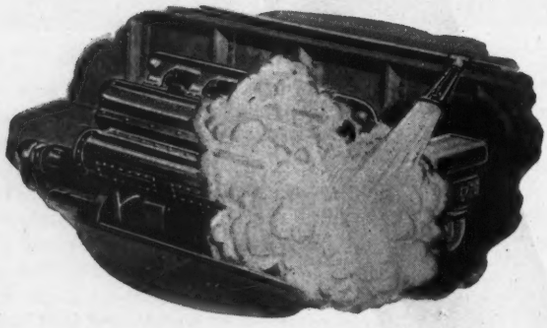

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shook its, I mean their, head. The ensign blushed. The inspection continued.

Down below, the last of the stragglers struggled into blues. The ensign parried for another minute, pointed out the anchors and capstan, two articles of gear possessed by every ship in the Navy or out of it. The party started back toward the ladder. "Do you take much water on this deck at sea?" The admiral had decided to give the ensign another chance. It was snatched right out of his mouth. "No green water, sir. Of course (one-man-of-the-sea-to-another) we do take a lot of white water but it runs overboard there through the scuppers, sir." The admiral regarded them as before. The staff considered them even more closely. When finally he spoke, it was gentle but final. "Scuppers? You mean relieving ports."

The ensign climbed the ladder with rubber knees. Since then he has started a dozen times to ask the precise difference between a bitt and a cleat, a scupper and a relieving port. He will do it, too. The first day he's a civilian.

Now for the climax. Back to the bridge, a short pause to murmur a prayer, then to the hatch and the ladder leading down below. Wait, someone is coming up. The little Negro mess attendant. He has a tray. He ascends with difficulty. He makes it. He looks around, sees more braid than he thought there was in the world, snatches an object from the tray, hands it to his forlorn skipper, dives down the ladder. The cook has gotten in the final stroke. It is a glass of milk.

There is only one thing to be done in such a crisis. For it no DSOs or Purple Hearts are awarded. But it is an act of great bravery. The ensign did it. Gallantly, he drank the milk. There is nothing to be said in such a crisis. You can't even mutter a deprecating fragment about ulcers — ulcers are un-naval. You can't admit the truth, that you are fond of milk and have had none for a long time and that you didn't order it anyway but got it by accident. The ensign said nothing. The admiral said nothing. The staff said nothing. It was too enormous for comment.

Here we leave the inspection party. It went on but there was no heart or purpose in it. Weakness had been found, eating like a canker into the efficiency of the ship not in the form of an unscrubbed and unshiny skillet. But at the top.

SAILS AND SAILMAKING

(Continued from page 58)

avoids sewing through-and-through the whole mass of canvas that he holds on his knees.

After his right hand has pushed the needle up and through the canvas he then brings his left hand into play, seizing the sail twine and pulling it through until it lies securely wedged among the yarns of the cloth, thus making a good tight seam and protecting the stitches from chafe. These operations can be performed only by hand. A master sailmaker can stitch only about three yards of finished seam per hour so it is readily apparent why hand-sewn sails are out of reach for the average pocketbook.

There are three kinds of machine stitch: chain stitch, straight stitch and zigzag stitch. The first should never be used for sails under any circumstances, for it will run immediately if the thread becomes broken and, as the thread in such a stitch wears upon itself, it tends to break easily. Its only virtue is that it is cheap. The straight stitch is made by a machine using a bobbin, and is thus composed of two threads. It is much better than the chain stitch but, owing to the fact that it has little or no "give," it is not very satisfactory for sewing sails, which must have a high degree of elasticity. The shrinking and stretching to which sailcloth is subject, due to changes in humidity, tend to break the straight stitch also. The zigzag stitch is the only machine stitch that is really suitable for sailmaking as it will come and go with the stretching and shrinking of the cloth and thus is subject only to breakage caused by friction, or by rot.

All sail seams are double sewn: that is, the edges of the cloths overlap one another (like shingles on a roof) and both selvage edges are sewn to the adjoining cloth. The resulting seam is exceedingly strong and, if well watched for wear and chafe, and promptly repaired, is unlikely to let go even under extreme stress.

(To be continued)

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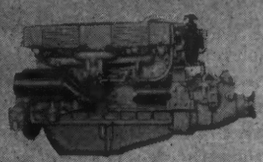

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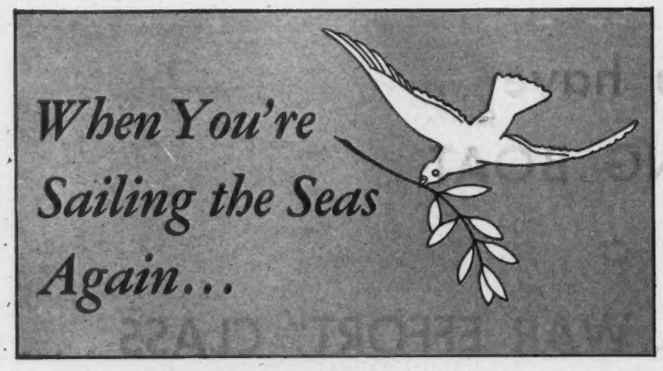

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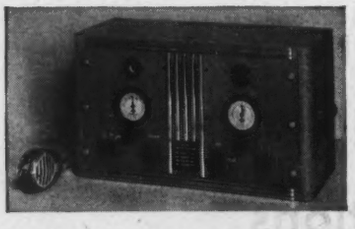
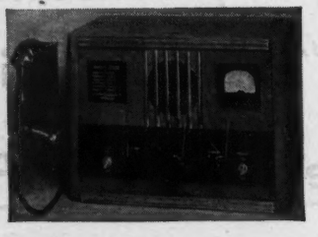


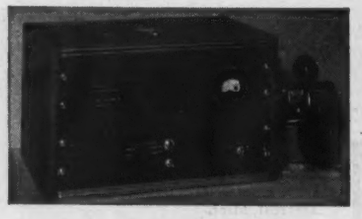
THE MARINE 10

This 10-watt radio telephone installation is ideal for the small boat owner. Receiver, transmitter and power supply are self contained in an attractive cabinet. Sensitive superheterodyne circuit permits reception in the Marine Band as well as Standard Broadcast frequencies. Over all dimensions 18¾" wide, 10½" high and 8½" deep.

THE MARINE 25

A 6-channel radio telephone with a special noise balancer to keep motor and electrical appliance interference to a minimum. Six transmitting and receiving frequencies permit a wide choice of stations. Overall dimensions 19" wide, 12" high and 9½" deep.





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LIABILITY UNDER ADMIRALTY LAW

(Continued from page 65)

So far as the law is concerned, Corinthians are the expendables; paid hands are the ones of whom the owner must take special care. Legally an owner is taking good enough care of his guests if he refrains from doing anything which puts them into danger. Thus the skipper, in our hypothetical case, who permitted his guest to work the windlass would be liable only if he knew it to be faulty; if it were a paid hand who was injured, the owner would be liable whether or not he knew that the equipment was defective. And the owner might be liable for "maintenance and cure" even if an accident occurred through no fault of his, or of the equipment.

There is a court decision in which the court points up this rule with nice succinctness. An engineer of a yacht fell while going down a vertical ladder and, when he sued for damages, claimed that the ladder was unsafe. In passing judgment, the court directly stated that the accident had not been caused by any defect in the ladder. And then it proceeded to allow the injured man the sum of $458.50 to cover his expenses while recovering from his injuries!

Technically this award is known as payment for "maintenance and cure," a form of compensation to which professional sailors are entitled by the law of the sea. Long before the Workmen's Compensation Act was enacted for the protection of those who toil on the land, sailors were protected by law from being put ashore and cut off the payroll when they became sick or were injured during a voyage. This humanitarian rule was adopted by the courts, which regard seamen as their "wards," and was intended for the protection of men making long passages in the days of sail, but it applies with equal force to the professional on a yacht. Currently, few yachtsmen are concerned with such awards since professional hands are few and far between. And when they are with us again, the possibility of being faced with a bill for maintenance and cure can be insured against by the simple procedure of having yacht insurance policies endorsed with the "Protection and Indemnity" clause which covers claims for such injuries.

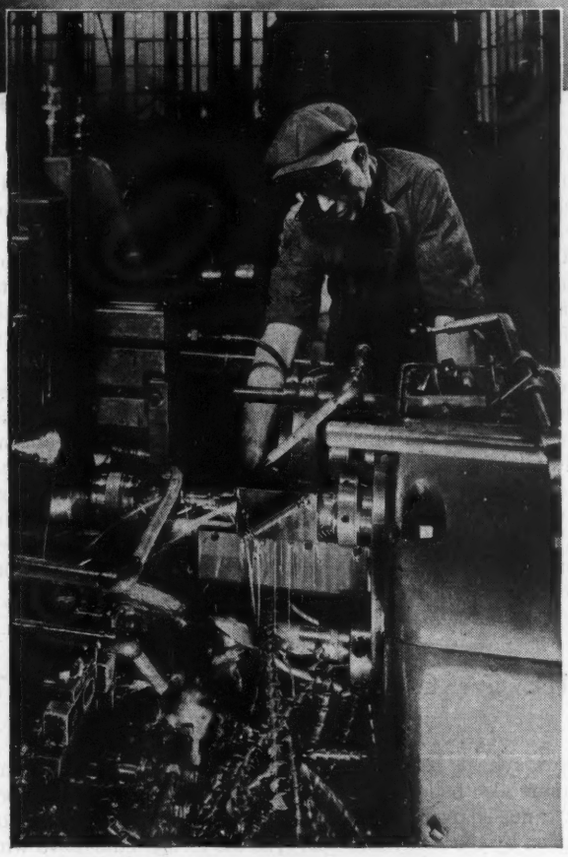
However, the vast majority of small boat owners are rarely concerned with the professional problem for their "hands" are usually unpaid. But, at some time or other, almost everyone invites a mechanic on board to cope with some situation or other and the duty an owner owes to him is important. As a general rule, the owner owes the same degreee of care to a mechanic, whether he be an employee of the yard, or an independent specialist, as he does to a guest. Legally, both are in the same category. So far as guest or mechanic is concerned, the owner must see to it that the boat is safe both for pleasure or for work. But a man who comes aboard merely because he is curious to look things over, or to visit one of his friends who is at work, is not entitled to the same degree of care. The owner is simply expected to do nothing that will endanger such a person, or in other words, not to have any booby traps around.

The difference in the owner's responsibility to a man who is on board because the owner wants him there and a man who merely happens to be on board was sharply defined by the court in a case created by the explosion of a protane gas stove. One of the men was the paid hand of the yacht; the other was his son who had stopped over to pay a visit. The owner apparently had given specific directions as to how the gas tanks should be changed but these were not followed and, one morning while father and son were waiting for a cup of coffee, the stove blew up. When the court heard the story it ruled that the father, whose lack of care in installing the gas tank had probably caused the accident, could put all the blame on the owner. "If such a tank was to be used in such a place," the court said, "the owner did so at his own peril unless he gave and enforced the orders we have described." Upon this finding, the court held the owner liable and barred him from limiting his liability so far as the father was concerned. But as to the son, the owner was held to have no liability whatsoever.

One of the quirks in Admiralty law is that a person whose own acts have caused, or contributed to, the accident may, nonetheless, collect for his injuries. This rule is completely different from

PT Boats Have Split Personalities!

OFFICIAL U. S. NAVY PHOTO



ONE SIDE...

of the PT boat's split personality is a battler.

These midget men-of-war mount cannon and heavy machine guns, and carry torpedoes and depth charges . . . but not for long! For the generosity of PT boats and their crews is such that they delight in quickly distributing such equipment . . . especially among the little yellow sons of Heaven in the Pacific.

In fact it was this part of the PT boat's personality which made a local out of the famous Tokyo Express and subsequently discontinued the service altogether.

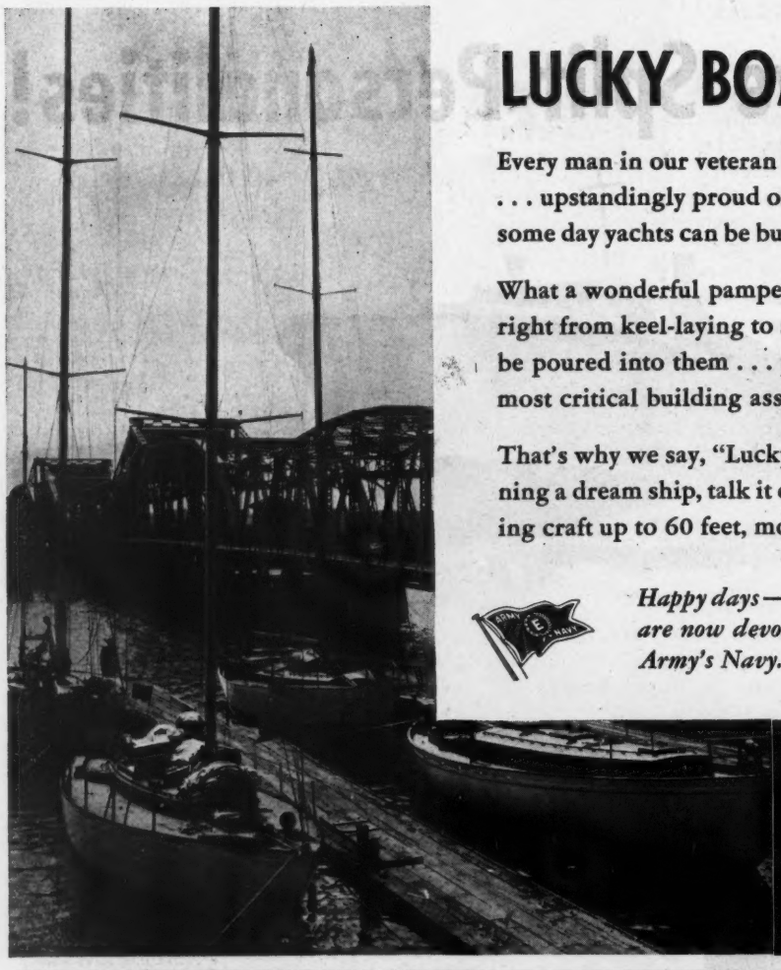
THE OTHER SIDE...

of the PT's double face is a glutton—for petroleum!

To begin with, it has *three* engines which use tremendous amounts of gasoline . . . *high-octane* gasoline! Aircraft grade lubricants, too. Specialized gun lubricants are needed; rust preventives; water-proofing compounds; caulking compounds . . . and even the engines in the torpedoes require a highly specialized lubricant!

The dependence of PT boats upon these and many other petroleum products gives only a clue to the vital importance of petroleum to America's war machine. We feel privileged to belong to this fraternity of fighters.

GULF



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Every man in our veteran crew is proud of the wartime job he is doing . . . upstandingly proud of the "E" pennant that flies over our shop. But some day yachts can be built again — and for fun, *give 'em yachts!*

What a wonderful pampering those post-war boats are going to get — right from keel-laying to sail-away! All the old-time craftsmanship will be poured into them . . . plus a lot of added know-how gained on the most critical building assignments we've ever tackled.

That's why we say, "Lucky boats — and lucky owners." If you are planning a dream ship, talk it over with us. We specialize on all types of sailing craft up to 60 feet, motor sailers and seaworthy power cruisers.

Happy days — a fitting out scene at our docks. Our facilities are now devoted to building aircraft rescue boats for the Army's Navy.

Palmer Johnson

STURGEON BAY BOAT WORKS

Sturgeon Bay • Wisconsin

the common law, according to which landsmen live, and under which they sue. When a landlubber has his day in court, he must prove that he was in no way responsible for the accident; if he cannot do this, he cannot collect. But in the federal court, where the Admiralty rule is applied, a suitor merely has to show that, even though he was negligent, someone else was more negligent. Then the amount of damages is divided between them.

Everyone who rides in a yacht club tender, as well as the committee which stays awake nights worrying about launch service, may be interested in a verdict handed down after the engine in a tender exploded while she was carrying a paid hand from the club to his boat. Apparently there was no argument over the fact that the launchman knew of the defects in the engine which caused it to explode. But that did not mean that the yacht club or its responsible officers had knowledge of the defects. On a basis of this reasoning, the judge refused to hold that the club's liability was unlimited. As far as the injured man was concerned, it then became a matter of heads you win and tails I lose. For, although he might collect up to the value of the launch or sue the launchman personally, it was obviously only the club which was in any position to pay a damage award.

And, since clubs have been mentioned, another of the headaches that disturb the slumbers of committeemen might also be discussed. This is the possibility of accidents on gangways and floats. Both get hard wear during the season and such minor accidents as the breaking of a batten on the gangplank, or the splintering of a few boards in the float, are liable to occur. Keeping such equipment in perfect repair is a tough job, especially in these days when clubs are short-handed. But if someone slips, for anyone of a dozen reasons, and the court is told that the equipment was in a state of disrepair, the bill that the club will have to pay may be a tall one.

Instead of taking a chance on such an assessment, committee men and / or members might sleep better at night if they were to form a reading class to study the club's insurance policies. Chances are that the club is protected by insurance for accidents occurring on its property. Still, it is a good thing to check, and to make certain. And reading the policy may give individual yachtsmen the notion of looking into their own insurance coverage, which is also a good thing.

As a general rule, the insurance carried by the owner of a small boat protects him only in the event that his boat is damaged or lost, or for what he and his boat may do to other craft. It does not insure him against claims made for personal injuries nor for damage that he may cause to piers, docks, or other fixed structures. But the usual policy can be endorsed, which is the insurance man's way of saying that the coverage of a policy can be broadened — by the payment of a small additional fee — to cover both bills for personal injuries, and for damage to fixed property. This type of coverage is bought by various yachtsmen for various reasons. Even though they don't expect their guests to be such bad punsters as to say: "Au revoir — I'll be suing you," and even though they don't expect to run down a pier in several months of Sundays, it still protects them — just in case.

THE CASE FOR THE RUBBER BOAT

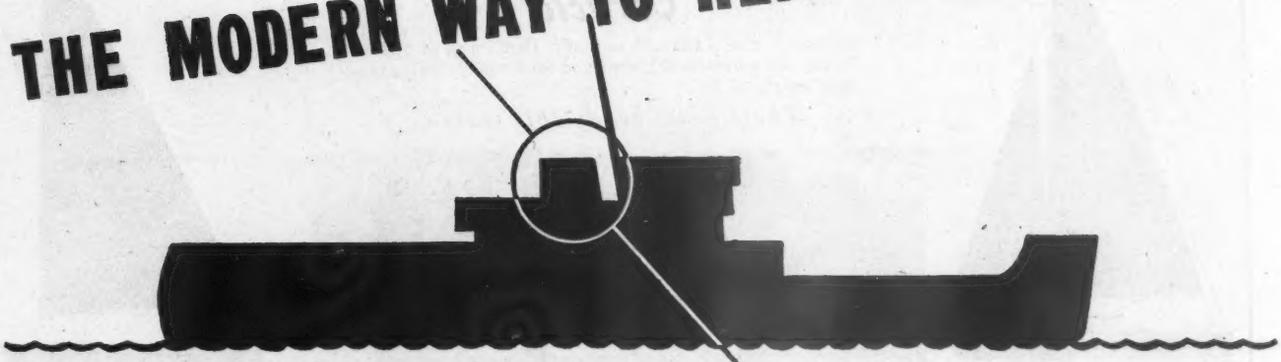
(Continued from page 52)

morrow's boat being "rubber" in name only. Most manufacturers also believe that the yachtsman will prefer the pre-war canoe-shaped bow design rather than the flaring bow specified by the Army and Navy, as the former cuts down wind resistance to a minimum. It is also reported that great strides are being made in various methods of patching rubber or rubberized fabrics, with the result that a hand-patch (which is both quick and economical) will last as long as will the boat itself.

* * *

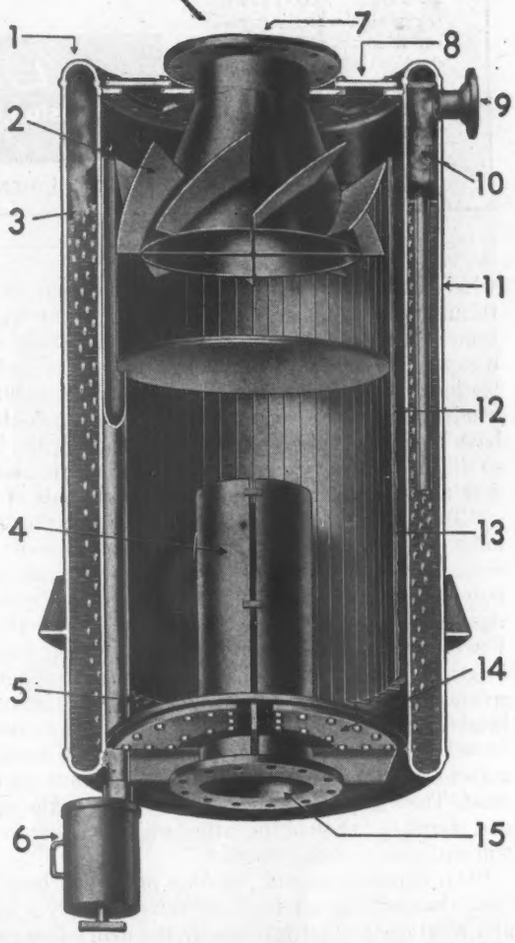
The United States Rubber Company, which is prominent among those firms responsible for the design and manufacture of thousands of the rubber boats and rafts used by the Armed Forces, has been doing a vast amount of experimental work

THE MODERN WAY TO HEAT A SHIP



TODAY more and more ships are completely and economically heated while at sea through the use of Maxim Heat Recovery Silencers. Installed on the exhaust line in the stack, these units silence exhaust noise to a whisper . . . trap all sparks and embers that might act as beacons for searching enemy craft . . . and utilize exhaust heat, normally wasted, to provide steam or hot water for heating the ship, or for other purposes where steam is needed, such as in evaporators, kitchen heaters, etc. The units are automatic in operation, self-regulating as to steaming rate, and can be operated dry. For more complete information on Maxim Heat Recovery Silencers for both marine and industrial use, send for bulletins WH-100, WH-102 and WH-103.

For silencing without the heat recovery feature Maxim makes units that effectively silence internal combustion engine exhaust or intake, steam engine exhaust, air compressor intake, vacuum pump discharge, blower intake and discharge, high velocity steam, air or gas discharge. Engine exhaust silencers available with or without the spark arrestor feature. Bulletins on request.



1—Expansion Joint to permit dry operation.
2—Spark Arrestor.
3—High water line maximum steaming rate.
4—Bleeder Tube.
5—L shaped fins also serve as conduits for leading gases from one attenuating chamber to the other so that excellent silencing is acquired.
6—Spark Box.
7—Exhaust Outlet.
8—Cleanouts—provide ready access for cleaning of soot deposits.
9—Steam Outlet.
10—Steam Separator.
11—Heavy shell.
12—Extended heating surface—requires the minimum of attention and maintenance.
13—L shaped fins welded toe to heel, position fins for easy welding—heavy gauge wrought iron offers maximum resistance to corrosion.
14—Cleanouts.
15—Exhaust Inlet.

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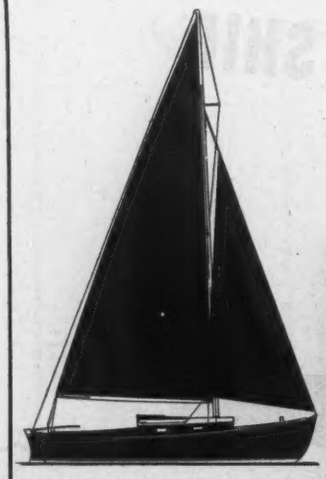

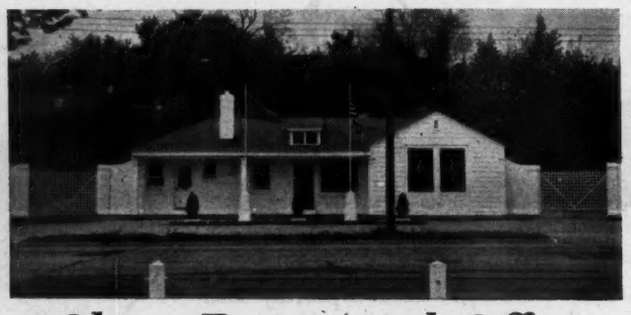

*Dater

New 20 Footer

Acquaintance starts with a "date." So I hope this trim little packet may become an introduction to the Visitor, Over-Niter and other members of "Abbott's Fleet." Long, slim waterlines make her a smart sailer and yet she has two fine bunks, galley, plenty of lockers and three foot ten inches headroom below. She is fitted for power by outboard.

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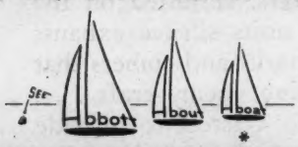

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*Wood-Pussy

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As her name implies, it's dangerous to try to catch this up-to-the-minute wooden cat. Fast, able and stiff, she's a grand little putter-arounder for Mother and Dad or a first-rate trainer for both Sonny and Sis. In fact she'll take all four for that Sunday picnic — and pull up on the beach. *Perfect for club classes!*

which is indicative of the design development which will contribute much to the greater use of rubber boats in the years to come. "Among the improvements we have been working on," it says, "are means of providing navigability and better protection from the elements. Navigability (or ability to sail to windward) is of extreme importance, and undoubtedly would have been provided for by now were it not for the fact that it is so difficult to provide an adequate sailing rig and keel which does not add materially to the weight and bulk of the raft.

"Taking the keel first, we developed one that is simply an inflatable member which provides adequate resistance to side slip and yet adds nothing to the bulk of the raft and only minutely to the weight. We have evolved two types of sailing rigs, each of which is being experimented with by the Armed Forces now. The first rig utilizes a mast nearly twice the raft's length in height, and is basically a marconi-rigged cat. The second utilizes a mast only half again the length of the raft in height, stepped one-third of the way aft, and carries two loose-footed triangular sails of approximately the same area. Permanent forestays, backstays and shrouds run to the truck of the mast. The former rig provides more room in the raft, is faster and points higher than the latter, which is easier to handle and will withstand heavier weather.

"Our experiments with weather protection have led to two basic designs. The one for small rafts is simply a coverall cape and hood design that leaves only the man's face exposed, and the other, for larger rafts, is in the form of an awning supported by collapsible struts which can easily be furled, and side shields which can be rolled up or down from the periphery of the raft to meet the awning.

"Undoubtedly there will be many civilian applications for pneumatic boats. It is possible at the present time to construct a pneumatic sail boat that will carry four persons comfortably, be easily set up ready for use in 10 or 15 minutes, and yet which will weigh 100 pounds or less and can be carried in the luggage compartment of an automobile."

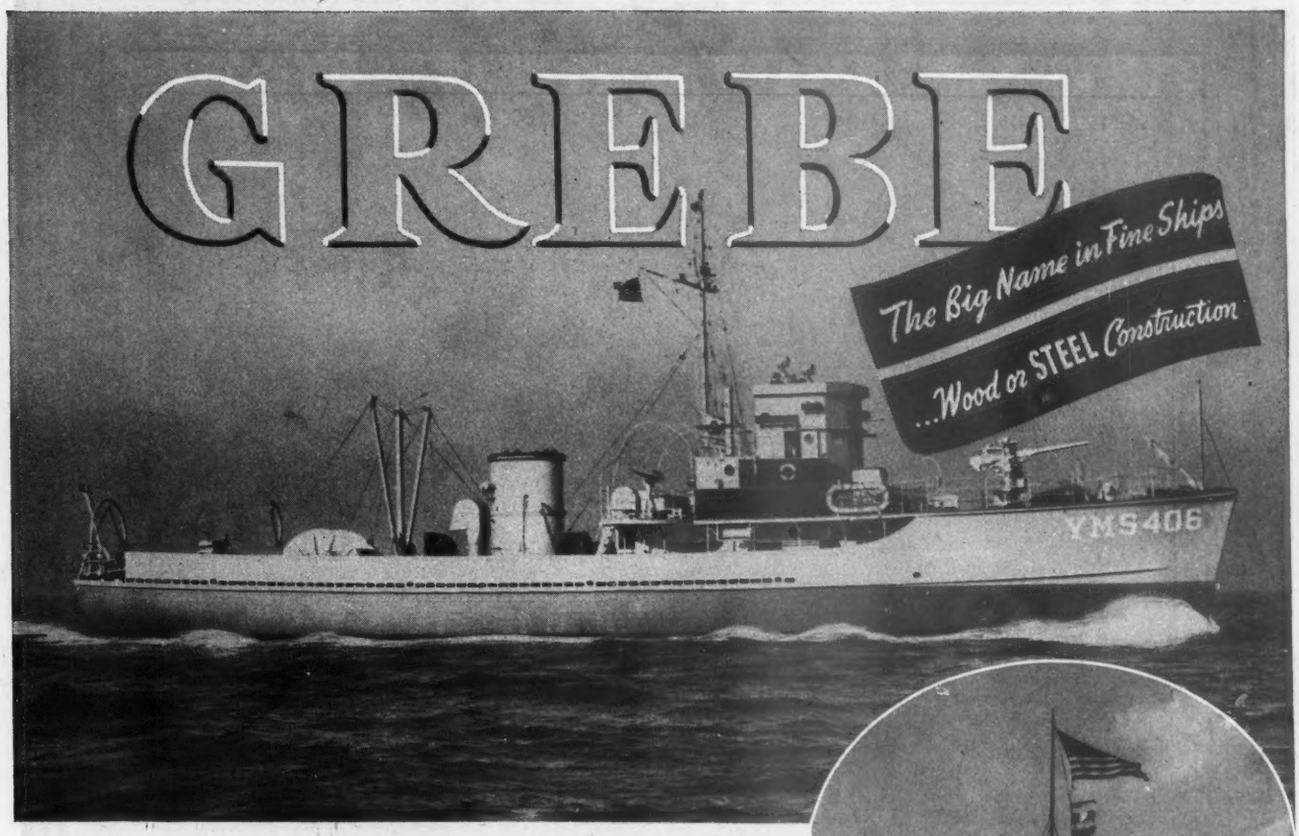
DOWN THE COAST TO MAINE

(Continued from page 50)

direction. He promptly hailed me, "You the man owns the *Puffin?* Charlie Wise sent me over to see you 'bout going to Maine." The boy said his name was Myles Wonson. I could see that he was husky and pulled a good oar, so we rowed into the float to talk it over. He gave his age as fourteen but later, when I took him on as a cruisemate, he changed it to thirteen. I asked him if he'd ever been down the coast. No, he hadn't been that way, but mostly out on his uncle's dragger to Cashes Bank since the time he was eight years old. The kid knew his ocean all right, so I asked him if his parents would consent to his going along with me. "Sure," he promptly answered, "you go ahead and call up my mother if you don't believe me."

It was Wednesday, September 8th. Along in the afternoon, returning fishermen said the sea had flattened out and we were in for a good spell of weather. *Puffin* had been stocked with some food, so now we added milk, butter, and meat, and set a block of ice in the little chest.

There was nothing to be desired in the way of weather on the following morning, for the sun came up in a high dawn. Smoke rose straight up from the chimney tops and condensation had set in during the night, for the deck of *Puffin* was heavily beaded with water drops. For thirty years, with the possible exception of three or four, I have started the motor in Gloucester harbor, cast off the mooring and headed to the eastward on the cruise to Maine. Each time I have had that tingling sensation, a feeling not unlike the departure in a big liner bound for Europe. To be sure, there wasn't a band playing nor did I lean out over the promenade deck rail and wave to those on the pier, yet the old Adam's apple in my throat worked up and down just as fast, and I swallowed hard. As we moved out and around the wharves of the Rocky Neck railways and headed for Ten Pound Island, I thought back over the years I have spent in Gloucester Harbor.



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Thoroughbreds in performance and in appearance, too, GREBE-built ships are always the finest of their class and their times. That's to be true, also, of the splendid new private yachts, cruisers and commercial craft to be produced here after Victory is assured.

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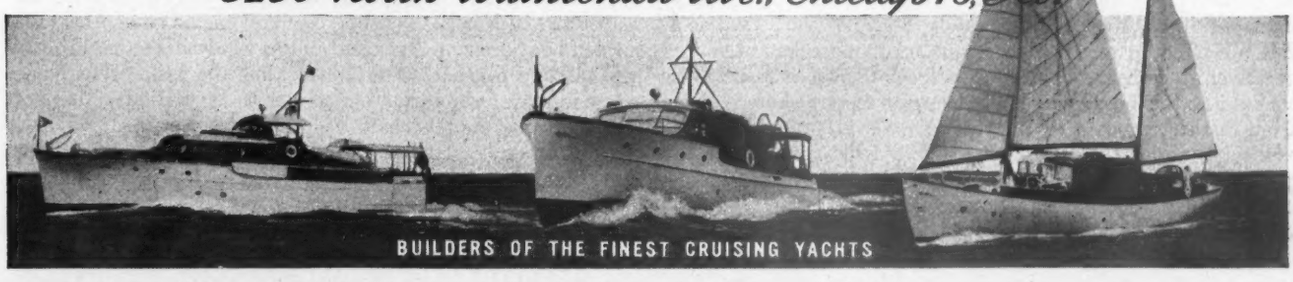

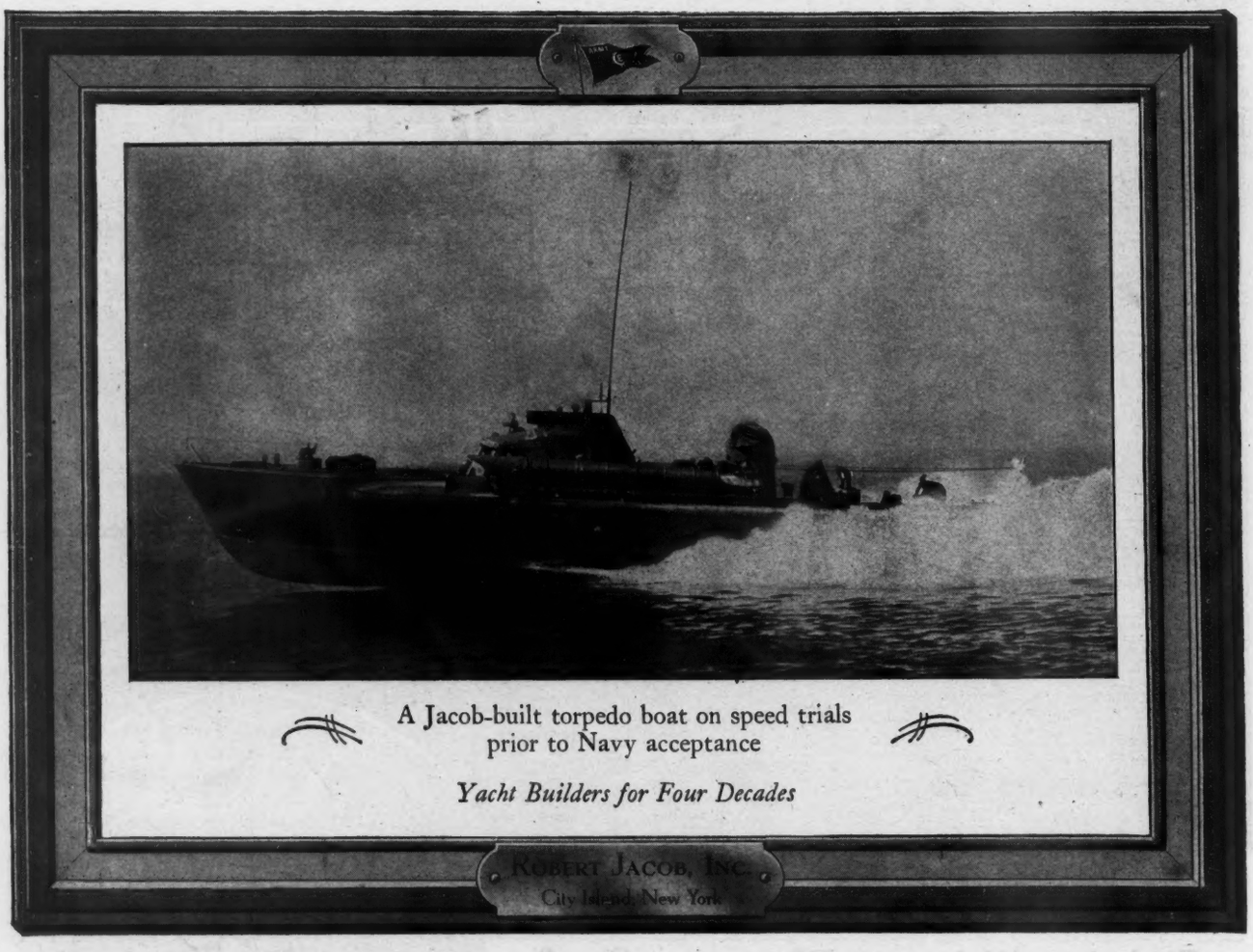

A Jacob-built torpedo boat on speed trials
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Yacht Builders for Four Decades

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As we passed out of the inner harbor and headed for Ten Pound Island, a Coast Guard picket boat lay there almost still, with engine idling. We ran alongside to inform the officer that we were checking out of Gloucester harbor and would not be back. We were bound to the eastward and down the Maine coast. Just ahead, the Cut bridge blocked our way up the Annisquam River. I told Myles to go below and find a horn but it turned out, after a quick overhauling of lockers, a horn was something *Puffin* just did not have; so the kid must go forward on deck and wave and shout until the bridge swung up. A swift tide raced out against us through the narrow passage and, with tender towing, we barely moved against it. Next, the railroad bridge, half a mile beyond, but the bridge tender saw us coming so we had no waving or shouting to do.

I never tire of going through the Annisquam River with its many points and headlands. A well marked channel at any tide weaves its course through low hills, marshes and sand bars. Many small summer cottages are snugly placed on sloping ground among the sumac and huckleberry bushes. At one of the narrow parts of the river I always look for the little road that curves down to the cove. Known as Ferry Lane, from its end in the cove, a ferry crossed the river for one hundred years, between 1700 and 1800. Then, it was the only direct way from Gloucester and Cape Ann to the road on the mainland that led to Boston. Cape Ann is really an island. As a small boy, I have often scrambled over the foundation stones of the ferryman's hut, down by the water's edge. A mile or two more distant, down the river at Wheelers Point, a tidal creek known as Mill River makes into the low sloping land. Along its eastern shore, sailors from British gunboats, during the War of 1812, often landed at night and raided the little homes, taking what fresh meat and poultry they could lay their hands on. About that time, many of the natives were forced to move far back on the land to Dogtown Common to be safe from the marauders.

Few yachts swung at anchor off the Annisquam Yacht Club; up in Lobster Cove by the old bridge, a fleet of small craft lay somewhat hidden from the outside world. We cleared the black spar off the lighthouse at 9:00 o'clock and promptly laid a course for Isles of Shoals. Here is where you must get out the chart and head NE by N for the Shoals, 23 miles from Cape Ann. Once again I felt that old tingling sensation for I knew 'way down ahead to the eastward, lay the Maine coast and what is known to many yachtsmen as the finest and most picturesque cruising waters of the entire United States. I have crossed this wide stretch of water many times, often when the sea would be running high in a strong southwesterly wind, when thunderstorms swept out across the land and the water was creaming white with spray; and then again when fog drove in from the south and you'd be tense and silent as aching hands gripped the wheel. But, on this morning, there was nothing to be desired for overhead the sun shed a summer's warmth, the sea was stable but for a slight swell and all about us the spell of peace and quiet.

It was difficult to realize we were at war, and even more to know that we were once again sailing down to the eastward after an interval of three years. When two hours out, the wind came, light and soft at first and from the southwest, then stronger, so we made sail. Far inshore, a big yawl stood in towards Hampton Beach on the starboard tack. Myles saw her first and said she must be a Coast Guard patrol boat. Even as he spoke, the big yacht tacked and stood out to sea, so as to head us off. Half an hour later, with sails all pulling taut and engine going, this tall-masted boat drew up alongside and to windward of us. From a few hundred feet across the water came the hail, "Where are you bound?" I shouted, "Gloucester to Port Clyde, Maine." Quickly came another hail. "Got your papers?" I nodded, slacking the sheets and throwing out the engine clutch at the same time. By now, eight of the yawl's crew had come on deck, even the cook with his white apron; as we waited, the man holding the megaphone spoke again, "You sure look swell, wish we were with you." He waved us on with a sweeping motion of his arm. Promptly the yacht trimmed sheets and headed out to sea.

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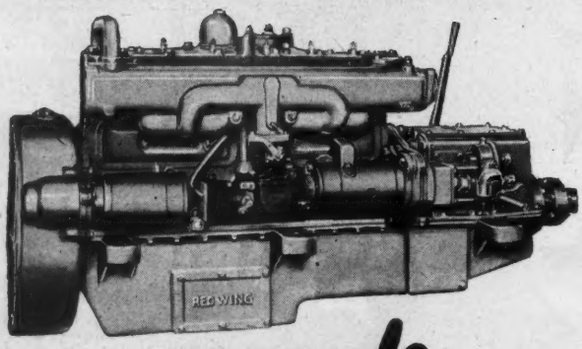

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Myles, who had sat there silent and with solemn face, now grinned and said, "Wonder how many more times we'll be checked before reaching the island." Ahead we could plainly see the lighthouse on the Shoals. The breeze freshened and we trimmed in the slack sheets, throwing in the engine clutch at the same time. *Puffin* was really moving fast now, with lee rail close down to the water. We came up quickly with the gaunt, low-lying land and the ledges took on a formidable appearance. The tide, coming in from the eastward, pushed with massive force in and around the openings and, meeting a strong wind head on, caused the surface water to roughen up. As we entered the thoroughfare you could have thrown a stone on shore from the cockpit. (*To be continued.*)

"SEA URCHIN" vs "RED HED"

(Continued from page 67)

course with reasonable expedition, or had L (*Red Hed*) not luffed as far as she did. The Southern Massachusetts Yacht Racing Association (after first disqualifying W (*Sea Urchin*) for violation of Rule 30 (C), first sentence) disqualified L (*Red Hed*) for violation of Rules 30 (C), second sentence, and 1.

Rule 30 (C), second sentence, reads:

"The overtaking yacht, if to leeward, must not luff so as to interfere" (footnote: through actual contact) "with the windward yacht. . . ."

We hold that this obligation of the overtaking yacht not to luff is predicated on the assumption that the overtaken yacht is fulfilling her obligation not to sail below her proper course. Furthermore, we are loath to entertain a claim of an alleged rule violation which occurred while the claimant was in the act of fouling the protested yacht, especially so when it is clear that the alleged rule violation would not have occurred had the already guilty claimant herself obeyed the rules.

The effect of a ruling disqualifying L (*Red Hed*) for violation of Rule 1 would be to subject, not only the offending yacht, but also the non-offending yacht to disqualification every time a collision occurs that could have been avoided by the non-offending yacht. We cannot subscribe to any such interpretation of the rules. While we hold, in conformity with the customs of the sea and with the dictates of the International Rules of the Road at Sea, that it is the duty of both yachts to avoid collisions, we also hold that the facts of each particular case must be considered separately in determining whether or not the non-offending yacht should also be disqualified. If the result of a collision is serious, and if it is clear that the collision could have been avoided by the exercise of reasonable foresight on the part of the non-offending yacht, there may be grounds for the disqualification of both yachts. But in the case before us, when two small yachts sailing in a light breeze "almost beam to beam" on approximately the same course at approximately the same speed merely bumped each other, we hold that the disqualification of L (*Red Hed*), the non-offending yacht, on the ground that she could have avoided the collision, is clearly out of the question.

In deciding future cases, the fact that there is no provision in the Racing Rules, except perhaps a somewhat far-fetched application of Rule 1, which warrants the disqualification of a non-offending or right of way yacht, should be borne in mind by Race Committees, as well as the question of primary responsibility to which we have referred in the paragraph preceding the last one.

FINDING

For the reasons above stated the decision of the Race Committee of the Vineyard Haven Yacht Club, disqualifying W (*Sea Urchin*) for violation of Rule 30 (C), first sentence, and absolving L (*Red Hed*) from blame, is hereby sustained.

21 January, 1944

W. A. W. STEWART, *Chairman*
CHARLES FRANCIS ADAMS, J. AMORY JEFFRIES, GEORGE NICHOLS, HAROLD S. VANDERBILT, ERNEST STAVEY, *Secretary*, Appeals Committee, North American Yacht Racing Union.

Messrs. Clinton H. Crane and J. Lewis Stackpole, having been members of the Executive Committee when it rendered its decision on this Appeal, participated in the discussions of the Appeals Committee but took no part in its decision.

OFF SICILIAN BEACHES

A Hall-Scott DEFENDER equipped British 112' Fairmile and Hall-Scott INVADER equipped 33' Higgins landing boats slip up to the beach. Many of these craft took part in the Sicilian invasion, and a Fairmile served as headquarters for invading generals at one point in the operation.

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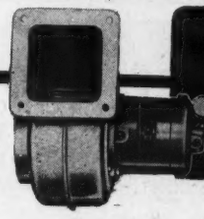

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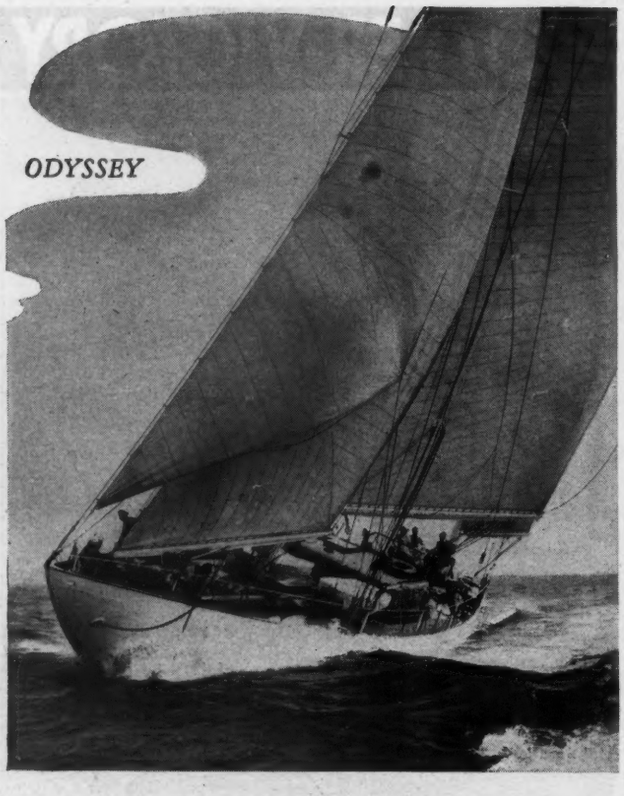

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HAZARD "Korōdless" RIGGING

SEEING THE WEATHER

(Continued from page 43)

central Canada will never cause rain, even though clouds form (Polar Continental).

Perhaps more important than anything else is that you must watch where the clouds are *coming from.*

The "thermally produced" thunderstorm is another case of rising air. As a case in point, let us assume it is a hot, muggy day. There is little or no air movement and no incoming flood of cool air. Fleecy puffs of clouds are floating along the horizon for the reason that the air along the ground is overheated and tends to break out here and there to rise into the blanket of normal air above it. As these clouds pass out to sea they dissolve, for the reason that there is no longer hot ground under them to "stoke their boilers." Occasionally the mass of overheated air accumulates in huge quantities before it can break loose and rise, so that when it does get away, the sky turns inside out, resulting in billowing clouds, roaring wind, and drenching rain (Fig. 14). This is also a thunderstorm and would be one that was "mechanically produced" were it not for the fact that, after going through it, you do not come out into clear cool air.

Air can also be lifted by being pushed from both sides, so that it is squeezed like dough till the upper layers are raised to where they are cooled beyond the dew point and droplets form. This probably accounts for clouds that form and dissipate for no apparent reason, or form on still days and do not drift. Clouds that do not cause rain are formed by the blowing of cold air into moist humid air (Figs. 10, 11, 13, 15). These clouds are richly colored and look angry but, if you watch them, you will see that they are drifting from the northwest and are dissolving. They are a sure sign of clearing weather. Lastly, there is the case where moist air is cooled on its bottom; this action precipitates droplets in an upside down position and we have fog. It usually occurs where air is blowing from a body of warm water across a body of cool water.

(To be continued)

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Oh, the *Nancy Belle* is bright with paint as she tugs at her mooring line,
She's varnished and polished and curried and combed; the *Nancy Belle* looks fine.
And she seems to say, "Away! Away! Let's off where the wind is free,"
But her skipper sits on the clubhouse porch and sings dolorous-lee:

"Oh, what'll I do for a crew, boys,
What'll I do for a crew?
With Bill and Joe at the ends of the earth,
And Tom in Timbuctoo?
You can't set sail with six-year-olds,
What'll I do for a crew?"

When the glass is high and the wind is sharp and the white caps dance in fun,
It's oh! for the thrill of wind and sea as we feel the live ship run.
It's off — Away! Where the salt spray flies from the summer sea —
But the skippers sob in their morning beer and chant piteous-lee:

"Oh, what'll we do for a crew, boys,
What'll we do for a crew?
With Harry and Sam in Afghanistan,
And Tom in Timbuctoo?
You can't mix grog and ten-year-olds,
What'll we do for a crew?"

— WILLIAM L. RUSSELL

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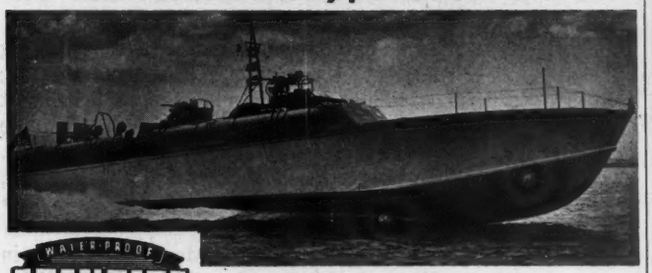

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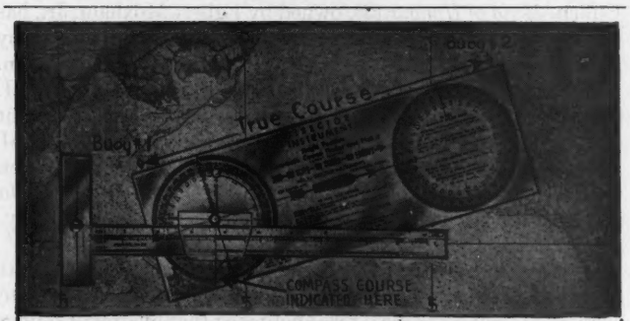

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LONG ISLAND SOUNDINGS

By Starboard Tack

▶ Local skippers gave a cheer of approval upon receiving word that Gordon Raymond (Lt. Comdr., USNR, to you) has received the Legion of Merit for "brilliant direction" of tank landing craft along the shores of Sicily. The citation accompanying the award reads, in part, as follows:

"During the initial invasion and subsequent weeks of the campaign, his brilliant direction enabled his flotilla to effect assigned landings in spite of adverse weather conditions and to render splendid support to our troops on Sicily."

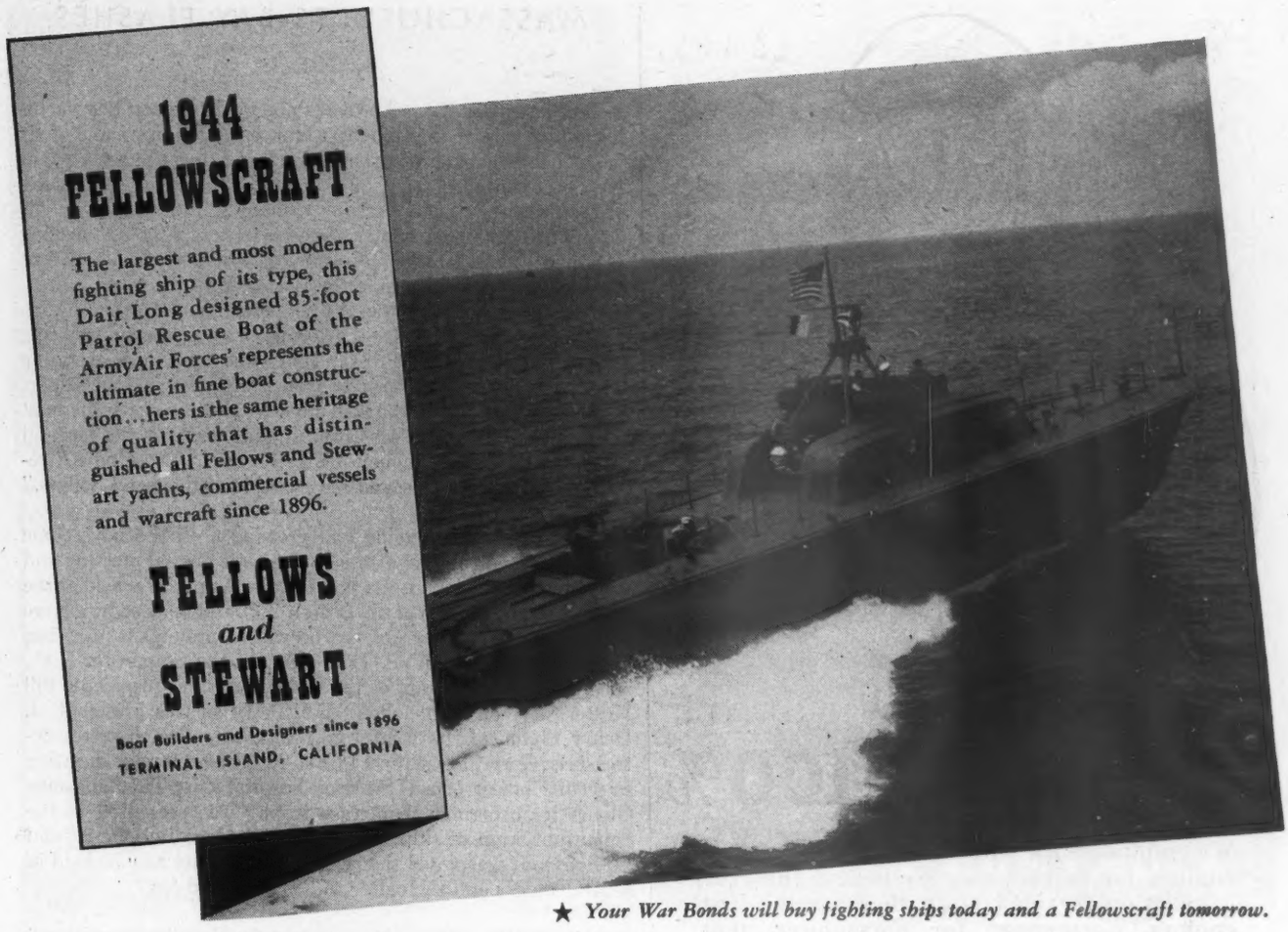
▶ At the spring meeting of the International Class the following officers were elected for 1944: Cornelius Shields, chairman; Robert W. Perkins, Philip Haebler, and James Sheldon. It appears that no less than 21 boats will be racing during the present season. . . . The class calendar is, as always, a full one. The season championship races will be divided into three series, as follows: 1st series — May 26th, June 25th; 2nd series — July 2nd, August 13th; 3rd series — August 20th — September 24th. The Saturday races will be for the Memorial Trophy in memory of Capt. Kenneth Whiting; Lt. Butler Whiting, Jr.; Lt. Roy Manny, Jr.; Lt. Stanley Turner, Jr. Both the Saturday and Sunday series will be conducted under the Y.R.A. rules and it will be necessary to sail in 50 per cent of the races to qualify. A series will again be run for the Season Trophy. . . . *Ariel* (1) has been sold by Lt. Richard Baxter to Vincent Cullen. *Maid of Honour* (3), owned by Egbert Moxham, Jr., has been chartered by DeCoursey Fales. *Myth* (12), owned by George Esselborn, has been chartered by Warren Tomlinson. *Iris* (14), has been sold by Edward H. Maxwell to William H. Stanley. She will be renamed *Bumble Bee* and sailed by Arthur Knapp. *Frolic* (20), has been sold by Magnus Konow to A. M Fyfe. *Feather* (24), owned by Joseph E. Merrill, has been chartered by Patrick O'Gorman and Eric Olsen. . . . *Patricia* (Albert P. Davis) won the opening race for the Sparkman Trophy.

▶ The Captain of the Port has done local yachtsmen a great service (and caused a few race committees to make last minute changes in their schedules) by announcing that overnight sailing will be permitted on the following dates: June 17th, July 8th and August 5th. The New York and Riverside Y.Cs. are the first to alter their programs as a result of this pleasant dispensation.

▶ The start of the New York Y.C.'s special race for cruising boats (not exceeding 32′ w.l.) has been set for 8 p.m., Saturday, July 8th. The course is from a buoy off Larchmont Breakwater to Stratford Shoal Light and return. Yachts will be rated under the Cruising Club's measurement rule, and any sails allowed by the rule may be carried. Entries should be received by the club's race committee not later than July 3rd.

▶ Saturday, May 27th, was the date and Henry Wilken's Clam & Lobster Parlor (South Norwalk, Conn.) the geographical location of the Cruising Club's spring rendezvous and nautical shenanigans. Since this is being written before the event only the spirit of anticipation can color any description of this pleasant occasion, but details (both on and off the record) will be duly reported in these columns, for the benefit of overseas and *in absentia* members, in the next issue.

▶ The Huntington Y.C. reports that five more contenders have been added to its racing fleet and that they are determined to bring home the Heckscher Trophy, which is awarded the boat winning the annual Huntington-Stratford Shoals Race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which will be sailed on July 30th. . . . Riverside's Commodore Pierce Trophy Race will get under way at 10:30 p.m. on Saturday, June 17th. Their race committee has formulated a change in its measurement rule which will have the effect of granting less rig allowance for jib-headed yachts with high foretriangle rigs.

▶ Roger M. Rowe reports the sale of the 70′ schooner *Tondeleyo* to William von Zehle, and the 40′ ketch *Dabedon* to David W. Sayer. . . . John H. Wells announces the following sales: 20′ sloop *Medo* from Mrs. W. Kubie to Preston Pumphrey; 26′ sloop *Currency Lass* from J. M. Brilleman to Edward Mann; the New York "30" *Cara Mia* from R. L. Stephenson to W. Gibson; 50′ cutter *White Heather* from Col. Wm. Deering Howe to Thomas L. Robbins; 43′ cutter *Valgerda II* to Wm. A. Hesse; 34′6″ yawl *Estrellita* from C. B. Metzger to A. Scholz; 76′ schooner *Bear* to Wallace Groves.

▶ *Scuttlebutt:* W. P. Stephens has been made a life member of the Larchmont Y.C. and an honorary commodore of the Bayside Y.C. . . . Larchmont is giving a dinner for Harold Vanderbilt on June 13th, at which time his proposed new rules will be discussed. . . . Vacation Boats, Inc., 1100 Park Avenue, N. Y., is a newly established agency which has a fleet of auxiliaries, 26′ to 33′ o.a., for charter on Long Island Sound waters.

LAKE MICHIGAN BREEZES

By Warren T. Davis

▶ The Milwaukee Y.C., whose house burned down, has now arranged to build temporary quarters using a modern style. The permanent building must be put off for a time, due to war priorities, costs, etc. The temporary quarters will be built of concrete blocks and will have space for lockers and lounge quarters. In the basement will be storage room for boat cradles and timbers. This house will be about 68′ by 22′ and will have a continuing value after the main building is constructed later. This season marks the 50th anniversary of the Milwaukee Y.C.

▶ Frank Pembroke Huckins, of Jacksonville, Florida, as guest of the Great Lakes Cruising Club in April gave an illuminating and entertaining talk to a large gathering of yachtsmen in Chicago.

▶ About 200 men are now engaged in taking the new correspondence course in Piloting and Dead Reckoning offered by the Cruising Club. This is a twelve weeks' course, based partly on the experience of the club gained in its well-known navigation school. Last year the club published a book called *Navigation Aids*, a text in Piloting and Dead Reckoning. Parts of this book are now being used by the Coast Guard, nationally, in training Coast Guardsmen.

▶ This season the Lake Survey Charts published by the government will again be available to all yachtsmen. For the past few years the distribution of these has been sharply restricted as a war safety measure. The considerable argument as to coast charts being available while lake charts were not will now be over.

▶ Michigan City Y.C. reports that Lloyd E. Cooper sold his yacht *Wingo* and that Otto Palm has purchased *Shairnee* from G. T. Ford.

▶ It is gratifying to see the work being carried on by the Sea Scouts. They have long lists of members and alumni who are now serving in the armed forces. The competition between "ships" is keen again this year. The Chicago Y.C. "ship" *Privateer*, for example, records among other items that for 1943 their cutter covered over 1000 miles, they had a sailing mileage of over 11,000, and a power mileage of almost 3000.

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MASSACHUSETTS BAY FLASHES

By Ed Earle

▶ The last week of April proved unlucky for Boston Bay yachting, which received its toughest blow since the hurricane of six years ago. The big fire at the Lockery and Butts Yacht Yard at Neponset cancelled the summer plans of the owners and crews of the fleet of 81 boats destroyed, ranging from $25,000 motor cruisers to $350 sail boats. Three of the rapidly diminishing veteran Class "I" 18-footers were lost as well as the whole fleet of five Zenith Class boats of the Boston Y.C. The only boat to escape without damage was the 39′ ketch *Nomad* owned by Lt. Thomas Horgan, USNR, the former widely known yachting scribe of the Associated Press. "Tom" was in his cabin changing his clothes after an afternoon's work when he smelled smoke. Armed with an old tin bucket, he kept wetting down his boat through the heat. Two boys swept falling embers from her and later refused to take money for their work. "Those boys," remarked Lt. Horgan, "saved me a couple of thousand dollars."

▶ Keeping the class going and growing until the boys come home was the keel-note of the enthusiastic annual meeting and dinner of the Massachusetts Bay Hustler Association held at the Rowe's Wharf Station of the Boston Y.C. and marked by a large turnout of the fair sex sailors who will be prominent in racing this year as the STAYS. Ed Spiers, of the Squantum Y.C., succeeds Jack Kerrigan, of the Quincy Y.C., as president. Bill Hoster, of Wollaston, follows Bob Perry as vice president. J. Henry Flynn, of the Winthrop Y.C., was reëlected secretary-treasurer. Perry, ace skipper of *Bob-Pat*, leaves for the duration as second officer of a U.S. Army hospital ship. The handsome Gloucester fisherman team race trophy was presented to the Squantum team of skippers Eddie Gallagher, Bob Perry and Ed Spiers. It was voted that next season's team race be held in neutral waters and thereafter to be challenged for.

▶ Some of the quality of pre-war days will strike Marblehead this summer with the increased scope of sailing which will allow the bigger boats to race around the outside lettered marks and enable the race committees to deal out some real windward legs. Once again there will be a first and second series, a championship series and a midsummer series, with prizes put up in all classes under the burgees of the Eastern and Corinthian Y.C. The season opens May 30th with an informal race under the colors of the Corinthian Y.C., followed on June 3rd by another informal shakedown by the Eastern Y.C. The Championship racing gets under way on June 10th with the Corinthian having the deck. The Eastern and Corinthian will then alternate on successive Saturdays. Traditional Marblehead Race Week will be held from August 5th to 12th. The starting gun is slated for 2:30 p.m. instead of 2:15 p.m. this season. Seven of the long-ended 30-Square-Metres will race this year and will try out the simplified Vanderbilt rules of right of way at the suggestion of John R. C. McBeath, chairman of the Eastern's race committee.

▶ The teeming Town Class of Marblehead again will sail right to town. The competitive centerboard knockabouts stretched last season into the football season and hung up a record as one of the largest one-design fleets racing under the colors of one club in the country. Three new boats have been added, bringing the fleet total to 36 while the schedule adds up to some 65 races.

The Boston Y.C. will award prizes in the Town Class races held under its burgee. A handsome permanent trophy has been put up by the club to be assigned to a different class each year with the Town Class opening the competition. The trophy will be awarded this year on the basis of the Sunday morning series throughout the season. In addition, the Eastern and Corinthian Y.C. will include the Town Class in their regular Saturday, Sunday and midweek series. Three new Towns, unnamed as yet, are owned by Lewis Zorzy, Mrs. Samuel Chamberlain, and Paul Bromley. The Town Class schedule includes a tune-up series, May 28, 30, June 4, 11; twilight series, June 6 to Aug. 1, Tuesdays and Thursdays; Sunday morning series, June 18 to Sept. 3; and, fall series, Sept. 10 to Oct. 15.

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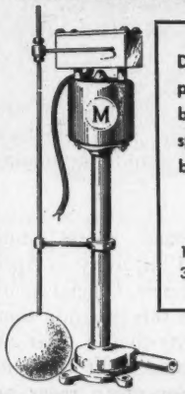

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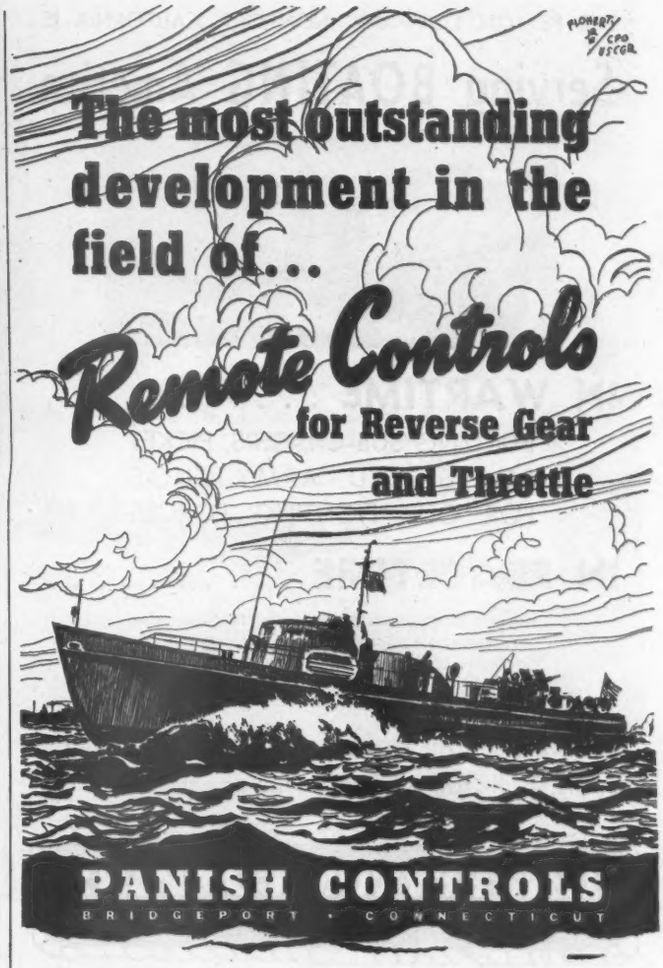
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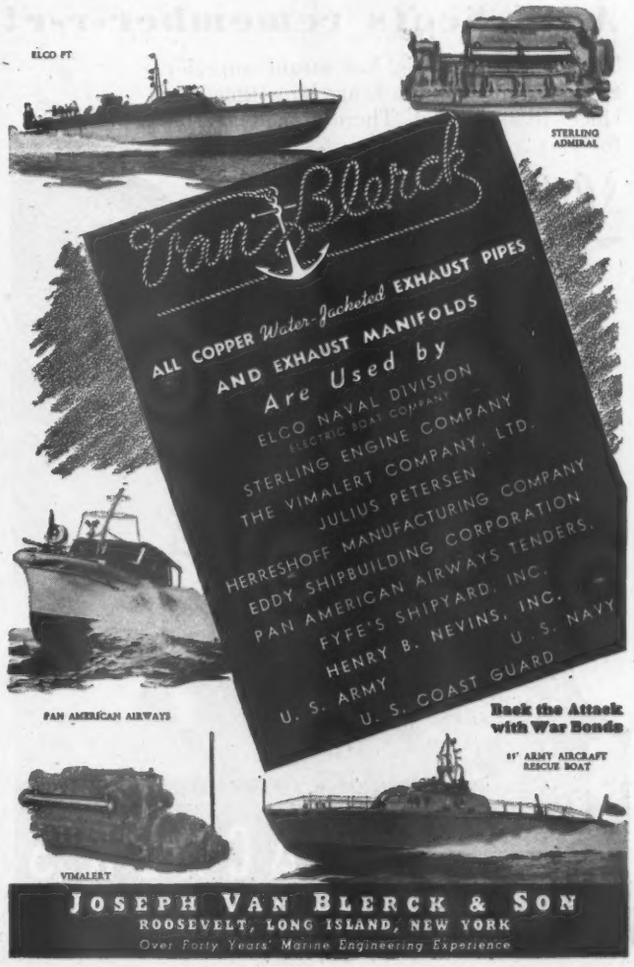

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YACHTING ON THE NIAGARA FRONTIER

By Reginald H. Pegrum

▶ Despite the fact that a note to the contrary appeared in this column, the Youngstown Y.C. has planned an impressive race schedule for the summer. The program lists a total of twenty contests. Eleven of these will be sailed on the club course while nine are to distant points. Important in the former group is the Alarm Series of three races August 19th and 20th, open to all Six-Metres on Lake Ontario. A big entry list is expected. Distance races include June 10th, Youngstown to Port Dalhousie, Ont., for the Tycoona Trophy. A return race is scheduled for the 11th. On July 1st, there is a race to Toronto for the Hill-Manning Trophy and on September 2nd another race to Toronto takes place with the Williamson Cup as a prize. After the latter contest, on September 4th, the boats will return to Youngstown competing for the Bangalore Cup.

A noteworthy event is scheduled for June 25th. This is a special race for Sea Scouts who are expected to gather from a large portion of New York State. If boys like these are taught the thrills of racing they will be enthusiasts always. It is expected that some 150 Sea Scouts will attend.

▶ Many of the boats stored at Olcott are in the water. Wesley P. (Monte) Montgomery, of Y.Y.C., will show something unique this year on *Revelry II*. This is a genuine nylon spinnaker. Strange as this may sound, it is authentic.

▶ The Buffalo Canoe Club held its pre-season sports dinner at the clubhouse on Abino Bay on the last Saturday in April. The sailors predominated in a large attendance. Official racing circulars for the season were distributed. In this program there are listed a total of sixty-two races. Twenty-five of these are scheduled for Lightnings, with an additional eight races for juniors also to be sailed in Lightnings. Seventeen races are listed for Knockabouts while the Cruising Class will compete in five events. The season terminates with the District Invitation Regatta for Lightnings on September 2nd to 4th and the National Lightning Class Association Championship Regatta September 8th and 9th.

Indications are strong at the time of writing that there will be a fleet of International 14-foot Dinghies at the Buffalo C.C. Alterations to the dock are contemplated to make hauling out an easy task. The fleet will probably begin with three boats but an increase is likely.

For the first boat of the B.C.C. fleet to go into the water this season, honors go to Fleet Captain E. H. "Shorty" Holzworth. *Sealark* went overboard in the middle of April and by the time this is in print will probably have completed a cruise. She will be brought through the Welland Canal early in the season to her mooring in Abino Bay.

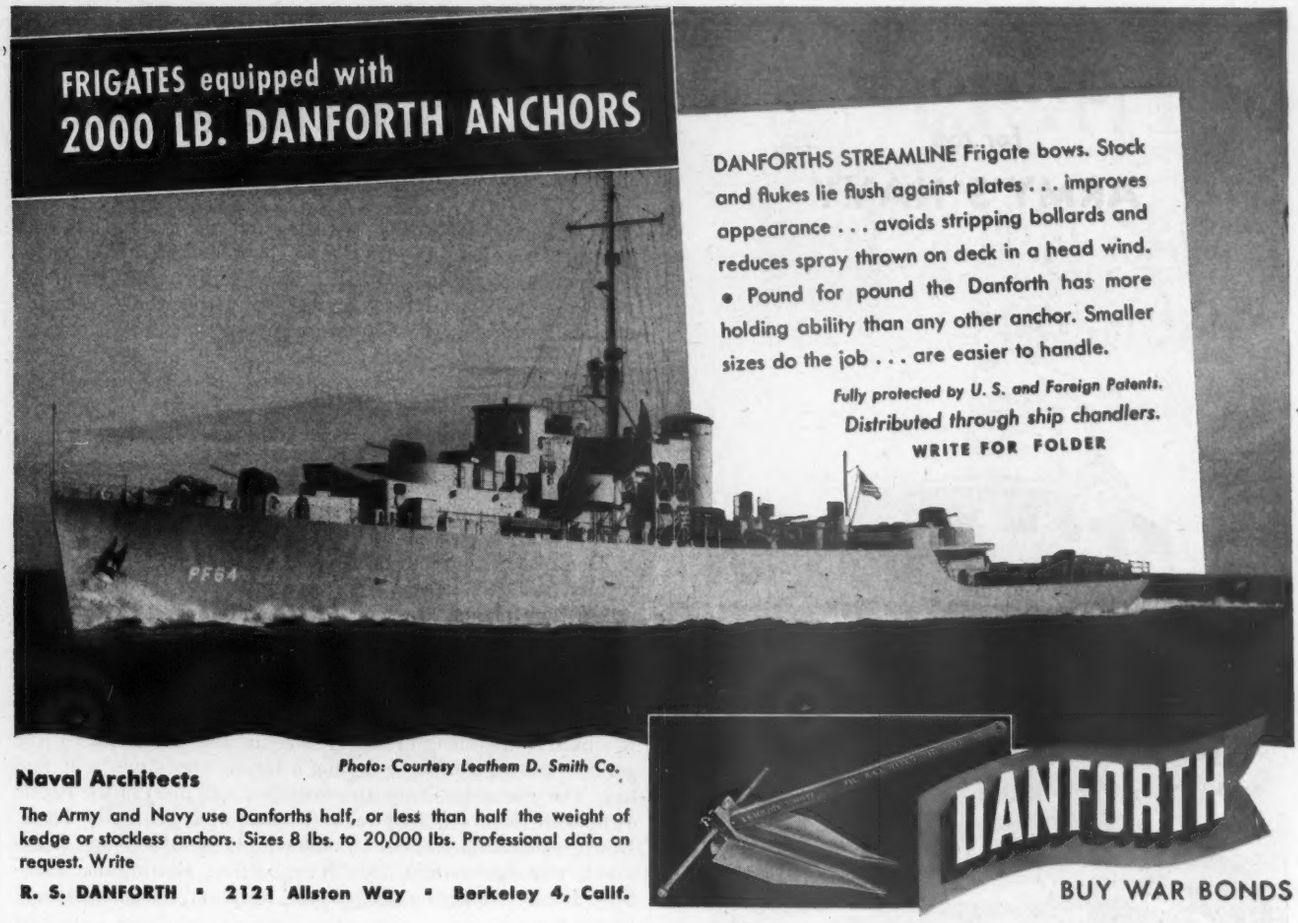
DETROIT JOTTINGS

By George E. Van

▶ The Detroit Eight-Metre Association voted unanimously to accept the Vanderbilt rules for its series of races. The suggestion for their adoption came from Paul Renner, secretary of the class, and was quickly supported by skippers of the "Eights" — Perce Darnell (*Pintail*); Ernie Grates (*Shamrock*); Dick Swegles (*Warrior*); George Gonyeau (*Armida*); Tom Petzold (*Thisbe*) and Milt Cross (*Venture*).

A check-over with some of the delegates of the Detroit River Y. A. indicates that that organization is in a receptive mood to adopt the Vanderbilt rules. No action is likely, however, until the next meeting of the D.R.Y.A. in the fall.

▶ Tangible assurance that there is no need for concern over the future of yachting in these parts is given in the amazing turnout of sailing students at the Detroit Y.C. Two hundred and fifty-three boys and girls reported to Syd Warner and his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committee for instruction. Classes will be held three times a week and the eleven 22′ cat boats will be used by the teachers Jim Armour, John Crampton, Ed Darling, Howie Donaldson, Don Hunter, Ed Smith, Otis Taylor, John Trost, Helen Huber and Ruth Sinclair.

▶ Chairman Charles Beck expects more than 20 boats in Bayview's Port Huron-Mackinac Race July 15th. Here's how he expects the entry list to shape up. *Evening Star*, Fred Ford's 60′ yawl, winner in '38, has been returned to her owner by the Coast Guard. So has Judge Robert Marx's 55′ ketch *Panchara*. Ernie Grates and Murray Knapp expect to have *Blitzen* out here from the East in time. Clare Jacobs is sailing here with the 44′ *Katahdin* which he recently bought near Boston and Milt Cross had the Eight-Metre *Venture* trucked to Detroit from Salem.

Beck names *Kathmar*, *Estrellita*, *Apache*, *Minx*, *White Heather* (*Polly*), *Manitou* as the ships he expects in the racing-cruising division along with *Evening Star*, *Panchara* and *Katahdin*.

It now looks as if seven Eight-Metres will race up from Port Huron. E. J. Doyle and Charles Spaulding, of Buffalo, have promised to bring up Spaulding's "Eight" *Cayuga*. *Shamrock*, Ernie Grates' racing division winner the last two years, is going whether *Blitzen* is here or not. Grates says he'll have a crew and a good one aboard. *Pintail*, *Warrior*, *Thisbe*, *Armida* and *Venture* are the others. It will be the first trip up for the last four named. *Rambler*, *Iolanthe*, *Fugitive* and *Kittiwake* are the cruising ships expected.

▶ The Edison B.C. opened the yachting year here with a series of cat boat races. It was a big day for Frank Martin and Harold Kelley because they got the winning guns, just as they did a year ago.

▶ The Detroit Y.C. skippers of the single-stickers started two weeks later. Fred Meno, Jr., who has been at this cat boat sailing business a long spell, took the high percentage race and followed this by bunching the brass hats and giving them a trimming too. Hale Clark, Otis Taylor, Don Hunter, Leo Robb, Harry Scott, Al Cook, John Painter, Charley Lapworth and Jerry Jordan were other early season winners at the Yacht Club.

LIGHTNING NOTES

By J. W. Orelup

▶ Reports this spring are of great activity in all ports in anticipation of the coming racing season. New fleets have been chartered at: Cincinnati S.C., sailing on the Ohio; Burnham Park Y.C. fleet, Chicago; Little Neck Bay Fleet at Douglaston, L. I.; and Hewlett Bay Fleet, Hempstead Bay, L. I.

▶ At Riverside, Connecticut, the dates have been set for the Atlantic Coast Championship on July 22nd and 23rd.

The Central New York District Regatta will be held early in August at the Algonquin Y.C. Point Pleasant, N. Y.

Lake Michigan District regatta at the Toledo Y.C. July 15th and 16th.

The collection of articles in booklet form by well-known Lightning skippers has met with considerable favorable comment. It is practically a handbook on the Lightning, revealing the inside tuning, balancing and handling tricks of the racers.

▶ The altitude record goes to Señor Gerge Carulla, of Bogotá, Colombia. His Lightning *Tramuntana* sails on Lake Fuquene, 80 miles from Bogotá, at an altitude of 8800 feet. The boats are locally built of mahogany but sails are made in the U.S.A.

▶ At Fall River, Mass., huge hurricane-fallen white oaks have provided an interesting and instructive school project for the boys building Lightnings. The lumber for frames, keel, stem and transoms was sawed from logs hauled to the school shop.

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NARRAGANSETT BAY GOSSIP

By Jeff Davis (Old Doc, rtd.)

▶ By the time this glad news is spread, we will have nearly all the clubhouses in commission, the biggest part of the fleets overboard and will have sailed a couple of tuning up races.

▶ The biggest drawback to fitting out this spring has been shortage of help in the yards. With Herreshoff at Bristol paying government rate wages, Walsh Kaiser's shipyard at Providence paying even better for some crafts, and the whole place full of mills, factories and what not on government work, the yards can't offer as good pay and it has been only the old-fashioned men, most of whom have never worked anywhere but in yacht yards, who have resisted the lure of the fat pay envelope "while it lasts" and stuck.

Result is, all the owners who have learned to waggle sandpaper and sling paint have had to do just that or wait until the yard boss and his one or two men can get around to them.

▶ Don't know why, but it seems as though more people wanted to buy boats this spring than usual and fewer wanted to sell unless they planned to join the buyers' procession and get a bigger boat than the one they're offering for sale, so prices for second hand boats have gone decidedly up.

Still there's been a lot of trading in the small sail boats, particularly Beetle cat boats. Anybody who has a Beetle that was built by Beetle (and not by someone else in his back yard or garage) has no trouble in finding a buyer, the buyer will find him. The youngsters have an association and most of the Beetle owners are members; they're fussy about what boats they let in. Newly elected officers are: Commodore, Arnold Cady, Edgewood; vice commodore, Don Ramsbottom, Barrington; secretary, Bobby Nickerson, Edgewood; treasurer, Virginia Mason, Barrington.

The latest flights of Beetles have been — Jimmie Mitchell has got his *Jado* back from John Heald who chartered her last season, and Heald has bought *Lucky Duck* from somewhere down on the Cape for his daughters Virginia and Frances who didn't like the name *Lucky Duck* and changed it to *Lassie* as soon as they got the boat. . . . Sally Smith's *Sal-Bry*, at Touisset, was bought by William E. Streit of Barrington, and Joanne Sawyer's *Jo Jo*, Edgewood, was bought by H. P. Salter to be used on Point Judith Pond.

▶ Al Means couldn't get the stock to re-plank his Class B sloop *Tuna* one plank at a time to hold her shape, but *Tuna* will be back in the game with a lot of new frames, some new plank, some new deck where they had to stave the deck in to release the heel of the mast when it went overside in the last race last year. Class B this year ought to be something for some scientific guy to watch and analyze performance. I don't know what good it would do but when two 30-Square-Metres, one Six-Metre, one Sonder, one Universal Rule R and a couple of the old time 21-footers race together under the Seawanhaka measurement rule, water line plus square root of sail area divided by two, if anyone really wanted to study he could find plenty to study there.

▶ *Short ends.* . . . The Navy has added a lot more forbidden water to the torpedo testing range but we don't expect many cruise visitors this year, so why worry. . . . Club measurers have issued an ultimatum. They won't measure a boat on the day of the race. . . . Duke McCann, Touisset, has bought one of the Herreshoff 12½-footers that were built for Fisher's Island, with a little wider deck around the cockpit and air tanks under the seats instead of an air chamber under the deck forward. Name is *Cypnus* and he found her at Marion. . . . To balance her in the Touisset fleet, Homer Skinner sold his *Cock Robin* to the Bristol Y.C. Capt. Ellsworth Hazard has sold his 45' *Corianna II* to Ralph Crowell. . . . Norman E. Cook has sold his auxiliary ketch *Doroteo* to C. H. Bright of Washington, and has bought the Hand-designed schooner *Flying Cloud III*. . . . The Rhode Island Y.C. members authorized the directors to borrow not more than $10,000 for improvements.

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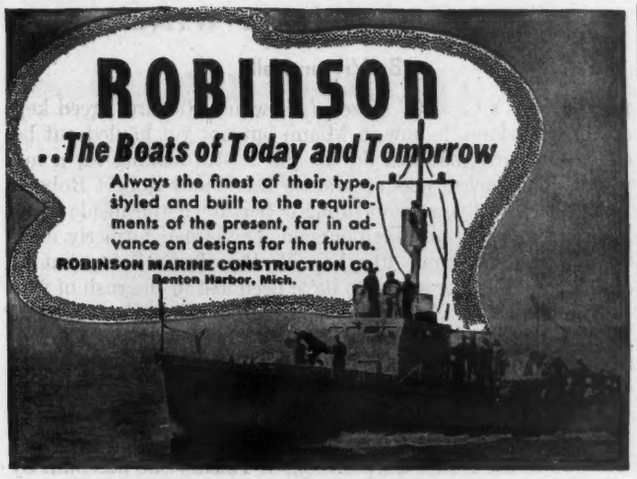

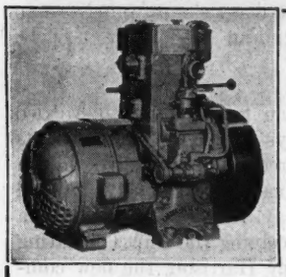

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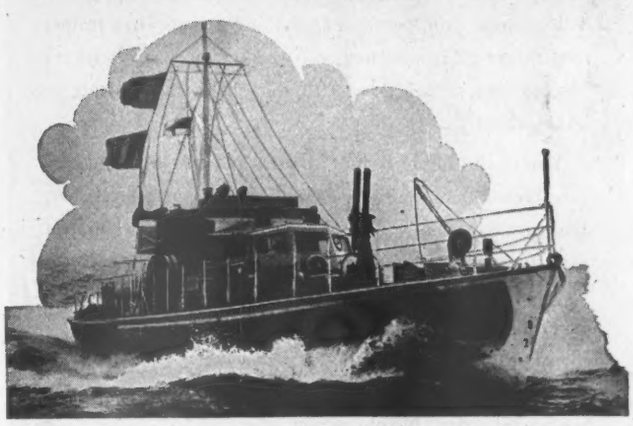

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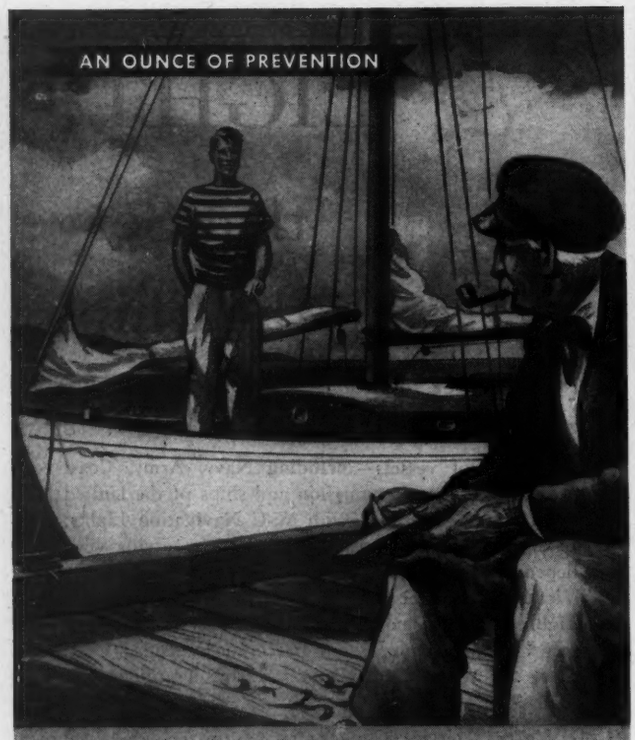

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FLORIDA TRADE WINDS

By Vivyan Hall

▶ The N.Y.Y.C. "40" *Vixen III*, which Richard Breed kept at Gibson Island, is now in Miami but not yet hauled out because the yard that can do the job is still looking for a hull profile. The new owners are James Davis and Robert Robson, Pan American flyers, who brought her down the inside route to Morehead City and then outside. Davis had formerly chartered another of the "40's," C. R. Pease's *Cockatoo*, but all docking data on her seems to have been lost in the rush of war. Martin Shaw, of Miami, has sold his 30′ Chris-Craft *Dux* to Thomas E. Grady and has bought the Matthews "38" *Terrie T* from Edward A. Taft. Roy Houser has sold his 26′ cruiser *Little Women* to Captain Mark L. Erwin, of Coral Gables, and bought a twin screw 38-footer from Charles W. Hills, of Miami Beach. James O. McCue, of Greenwich, has sold his 55′ motor cruiser *Mac Son* to the Dolite Corporation, of Toledo. She was built by Stephens Brothers, of Stockton, California. Royce Rearwin, of Salina, Kansas, has bought a 30′ auxiliary sloop from Norman Fulz, who is going into the Army, and an 18-footer from O. D. Stinchcomb.

▶ An 83-footer sub-chaser has been turned over to Mexico with suitable ceremonies. A few days earlier, two similar boats had been turned over to Peru and three others to the Dominican Republic under lend-lease provisions. Just recently, a steel sub-chaser has been given to Uruguay, Lt. Com. Manual de la Bandero of the Uruguayan Navy receiving the ship. Officiating in the transfer was Captain Beverley Harrison, the new commander of the Submarine Chaser Training Center. At his own request, Captain E. F. McDaniel has gone to sea.

▶ The Coast Guard has returned the 65′ motor yacht *Furlough* to George Andrews, of Winter Haven. At Clearwater, the 70′ Diesel yacht *Iorano* has been given back to Donald Roebling who, however, is too busy improving and manufacturing his Alligator tanks and Water Buffaloes to spare any time for yachting. At Sarasota, Louis Van Wezel again has his 40′ *Bee Gee III* and, at Fort Lauderdale, Mrs. Henry McHarg, Jr., the Diesel cruiser *Estherbelle*. At Riviera Beach, Kenneth P. Foster's *Fun II* has been returned to him.

▶ The St. Petersburg Y.C. is running elimination races for a team for the Gulf Association's Lipton Trophy series. With the coach, Bus Mabry, at Jacksonville building Liberty ships and so many of the members in the services, this racing is largely up to the juniors. John Wilhelm, who raced his auxiliary yawl *Wanderer* here, has just been promoted to two and a half stripes and attached to the Coast Guard district boat inspection office. Ed Hanks was made a lieutenant commander when he was given duty as an instructor at the Coast Guard officers' school at St. Augustine. Lt. Edward C. Roberson, back from a Bahama naval air base, reports that sailing is fast becoming the favorite recreation there. The Nassau Flamingo Class boats are ideal for these waters and the flyers are building up a racing fleet of them.

▶ The recent articles by Skipper Stone and Coert duBois on cruising in the Caribbean have aroused much interest here. Everybody agrees that the West Indies provide a marvelous cruising area but opinions differ as to the best way to reach them from New York and other northern ports. Henry Howard, who has made it several times, says that the hitch to Bermuda as recommended by Skipper Stone can get you into all sorts of heavy weather in the fall and early winter. Howard prefers the inside route down the East Coast to Morehead City and then open water from Cape Lookout to the Virgin Islands. His *Alice* has made this jump in less than twelve days and with practically no windward work. Commodore Hugh Matheson, who has covered most of the Caribbean in *Marmion* and *Azara*, reports the troublesome eastward beat along the coast of Cuba and Hispaniola can be countered by sailing at night. Offshore breezes make for easy reaches during the night and rocky promontories afford anchorage during the day. And southern night sailing is something to remember a long time.

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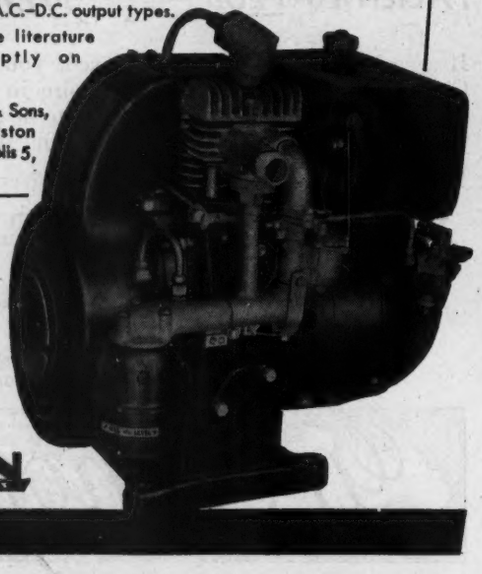

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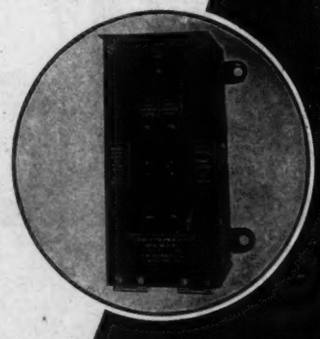

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THE SOUTH SHORE OF LAKE ERIE

By John G. Robinson

▶ The Sandusky Y.C. celebrated the fiftieth anniversary of its founding with a smörgåsbord dinner at the clubhouse on April 29th with Commodore Roland G. Sloat presiding. The club has had many ups and downs in its eventful history; the most spectacular being in 1924 when a tornado lifted the clubhouse from its foundations and deposited it in Sandusky Bay. For fifteen years the club operated without a definite home until May 13, 1939, when the present clubhouse at the foot of Perry St., near Battery Park, was formally opened.

The present officers are: Roland G. Sloat, commodore; Willard Pfefferkorn, vice commodore; Charles M. Mouch, rear commodore; Richard C. Wennes, secretary-treasurer; Fred Wiehn, fleet captain and Russell Taylor, fleet surgeon.

▶ The Snipe Class at the Mentor Harbor Y.C. opened the racing season on Lake Erie with two races sailed on Sunday afternoon, April 30th. Bobby Johns, one of the best of the junior sailors, took the first race, sailing *Jasabel*, but fouled out in the second race which was won by James F. Myers, sailing Wilbur Prescott's *Harlequin*. The races were sailed inside the harbor with six boats competing.

▶ The racing schedule of the Cleveland Y.C. for 1944 has been released by Alex Winton, Jr., past commodore and chairman of the race committee.

Highlights of the season will be the annual Roberts Trophy long distance classic for auxiliaries on June 24; the Gardiner Trophy for all classes on July 4th; a special night race on July 19th; the Falcon Cup race for auxiliaries on July 22nd; the annual mid-summer regatta July 29th, featuring the Lipton and Winton Trophy series; the Hommell Trophy race Sept. 2nd and the Kiwanis Trophy Sept. 24th.

The Star Class races start on May 28 with the first of a series of tune-up events. The Comet Class starts the same day with a spring series. Club championship races for the "Rs" and Thirty-Square-Metres are scheduled for June 4th, this day marking the first official race for the Thirty-Square-Metre Class in these waters.

▶ At Toledo, interest in yachting is being maintained. Two new sail boats have been added to the fleet of the Toledo Y.C. so far this season, *We're Here*, New Week-Ender auxiliary, owned by J. K. Anstaett, of Columbus, O., and the Six-Metre sloop *Solenta*, formerly of the Rochester, N. Y., Y.C., recently purchased by Dr. Carlysle Wilson. *Solenta* will be entered in Detroit River and local races this summer.

While Fred Temple of Eight-Metre fame serves his country somewhere in England, his father, L. E. Temple, upholds the family tradition in a big way. He has purchased the 56′ schooner *Astrea* from William Greunke.

Rear Commodore Ray St. John of the Cleveland Y.C. has been transferred to his firm's Detroit office. However, the popular Ray, who is responsible for the introduction of the Thirty-Square-Metre Class to local waters, will continue to sail out of Rocky River for this summer at least.

The Race Committee of the White City Y.C., of Cleveland, has announced a racing season to be divided into two series, the spring series of four races starting June 4th and winding up June 25th, and the fall series starting July 16th and finishing August 20th.

▶ *With the Stars* — Pvt. Don Wells is in a hospital in Ireland. . . . Alice Ziegler, fleet secretary of the Southern Lake Erie Stars, has a new set of Ratsey sails for *Trilby II*. . . . Carl Cattanach, who sold his *Coquetta* last season, has purchased Don Warner's fleet champion *Mavourneen*. . . . Edwin R. Kyle says there will be at least seven Stars racing out of Rocky River this summer.

▶ Lawrence Ptak, who brought the Thirty-Square-Metre sloop *Rouge* from the East Coast last fall, has sold her to Jim Van Dorn, one of the best of Rocky River's Class R skippers.

Stephens boats are built to last! The tug above is one of twenty built for the U. S. Army. The one at the right, owned by United Boat Lines, was built by Stephens in 1903 and is now to be repowered with a Caterpillar Diesel Engine. The boat has worn out three engines, but the hull, decks, and superstructure are all still in top shape after 41 years of hard usage. Whether in the finest of yachts or sturdy tugs, Stephens craftsmanship has invariably paid dividends in longer life.

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▶ Commander Ralph Crammond, of the Sandusky Power Squadron, has purchased the 26′ auxiliary yawl *Penny Sue* from Joe Stanley of the Cleveland Yachting Club.

▶ C. W. Stage, Jr., of the Mentor Harbor Y.C. was elected commander of the Cleveland Power Squadron at the annual meeting of that organization late in April. Other officers elected were: Warren Chase, lt. commander; Paul Gartland, first lieutenant; S. B. Taylor, second lieutenant; Melvin Vixler, secretary and George C. Maerkle, treasurer.

FROM SAN FRANCISCO BAY

By Jesse L. Carr, M.D.

▶ The St. Francis Y.C. held its annual commodore's dinner April 29th honoring Commodore Ingraham Reed. Vice commodore of the club this year will be John D. Fraser, and the rear commodore is to be Howard H. Hurst. Rear Commodore Hurst's son Robert, recently back from 16 months in the South Pacific, has been commissioned an ensign in the Navy, specializing in mine demolition.

▶ The Aeolian Y.C. reported 150 members attending the quarterly meeting recently held. At this club during the month, repair work was done on the ways and a new windbreak has been constructed for the protection of the club and yachtsmen working about it. The opening celebration, with a dinner at the club, served by the Woman's Auxiliary, was held early in May.

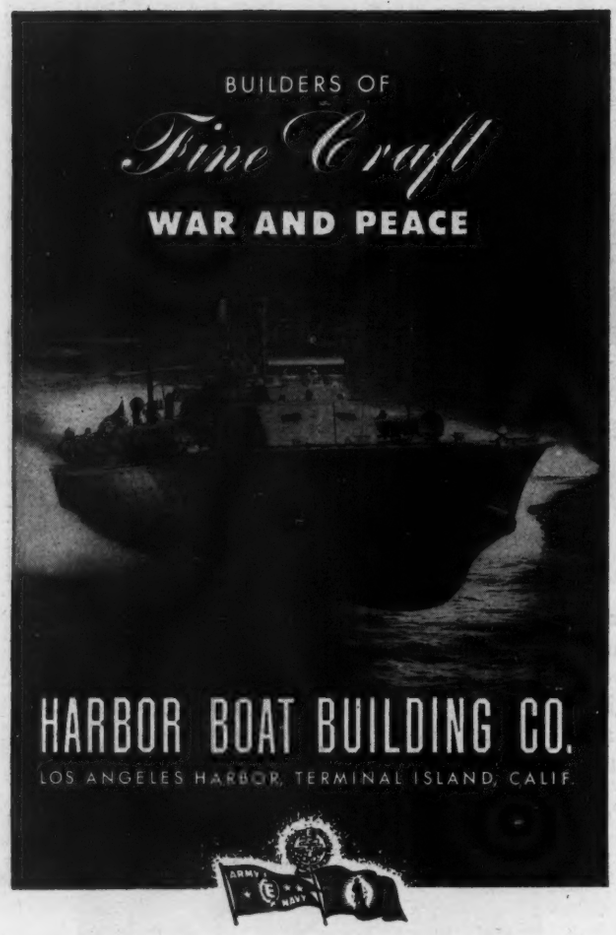
▶ The Coyote Point Y.C. also reports new construction and repairs with a new small-boat ramp in place, a new fresh water line installed and the club's barbecue pits and tables ready for use. Both the Coyote Point Y.C. and the Sequoia Y.C. held opening breakfasts on April 23rd.

▶ A recent poll by the Y.R.A. indicates approximately 70 yachts entered in the seven official Y.R.A. regattas for 1944. While considerably below the normal 200 contestants seen in the summer regattas, 70 boats represent a creditable and satisfactory competitive group.

▶ The final schedule is as follows: Corinthian, Vallejo Race, May 13th and 14th; Aeolian Race, June 4th; Hearst Regatta, June 18th; Richmond Y.C. Race, July 2nd; Berkeley Y.C. Regatta, August 20th; Golden Gate Race, August 27th; St. Francis Y.C. Regatta, September 17th.

▶ The South Bay Y.C. opened its season's social calendar with a breakfast on the 16th of April. The opening festivity of the Palo Alto Y.C. was a dinner with dancing, the evening of April 22nd. *Leilani* has been sold by M. M. Vanderpool to Captain Sawer, and John Marsland has been elected president of the Bear Class fleet for the coming year. Leonard Brown is the new owner of *Kittiwake*, the Bird Boat formerly owned by Dick Hanan.

▶ For over a year now we have seen local yachtsmen who were deferred either for family reasons or physical handicaps working in uniform with the Army Transport Service, tuning up and conditioning patrol boats, aircraft rescue boats and landing barges preliminary to their being shipped overseas. Now comes one of the probably most intelligent and useful minor moves of the Navy to date in local waters, whereby landing barges and carriers returned from the South Pacific as unfit for combat duty have been recommissioned and are now used as freight boats and carriers here on the Bay. These boats are manned by crews similarly decommissioned because of disability, but loth to leave the Navy and the water. It is no unfamiliar sight now to see a landing barge come into a dock, drop her ramp and discharge a crate of lettuce or a keg of nails instead of a tank or an antiaircraft gun.



COMET COMMENTS

By Mac Lamborne

▶ John J. Fernandes, Jr., secretary of the Comet Class Y.R.A., has taken another "portfolio" — he is now chairman of the High Point Trophy committee. He succeeds Clinton D. Gilpin. Fernandes also has a new assistant secretary, Reid Hempenius, who hails from the Princess Bay fleet on Staten Island.

▶ The Potomac River fleet at Washington has elected Frank B. Howard, former Gulf Coast sailor, as its new fleet captain, succeeding Ed Braddock. Nora Lamborne continues as secretary. Comet sailors there began racing last month under auspices of Potomac River S.A. The fleet is again divided into two groups, although all race at the same time. The first division is for the "hotter" skippers and the second for newcomers to the class.

▶ The Sea Scout squadron at Kalamazoo, Mich., has a fleet of three Comets. Another group of Scouts at Charlotte, N. C., recently launched its first Comet.

▶ The Airmen's Y.C., operated at Trenton, Ontario, by the Royal Canadian Air Force, has a fleet of five Comets ready for the season. They will be used for both recreation and training purposes, according to Flight Lt. R. Davidson, honorary commodore of the club.

▶ *Firebird*, the well-known Comet owned by Dr. John Eiman, commodore of C.C.Y.R.A., has been sold to Paul V. Strumia, of Narberth, Pa. Almost as well known as the boat is Dr. Eiman's "Firebird" cocktail, which has, among other things, some vodka in it. It is not known whether the Comet was named after the drink or the other way around.

▶ Ernest Zilleson is the new commodore of the Green Pond (N.J.) Y.C., which grew out of the Green Pond Comet fleet. Its new clubhouse will soon be ready.

ON COLLEGE CHARTS

By Leonard M. Fowle

▶ The April racing of the Inter-Collegiate Y.R.A. shows two trends. First, judged by entries in the Owen and Boston Dinghy Club Cup events, college yachting enthusiasm is still running high and indications are that the current spring season will be the most successful since 1941. Second, fears that the rapid turnover in personnel at the colleges would result in a deterioration of the caliber of helmsmanship are groundless. As anticipated, Coast Guard, Harvard, Navy, and Tufts are, at this writing, in the van but new skippers have appeared at other colleges to place their teams only a short step astern of the four leaders.

▶ Next to the Owen Trophy, the biggest college dinghy event during April was the 14th sailing for the Boston Dinghy Club Challenge Cup, oldest of I.C.Y.R.A. perpetual prizes, on April 30th. The Coast Guard Academy sailors, winning on the Charles River Basin for the first time, scored 154 to 153 points by Harvard, when a Northeastern *vs* Harvard protest deprived the Crimson of the trophy through the resulting disqualification. Tufts, in the running until almost the end, was third at 136, ahead of defending M.I.T. with 131, and the other scores were: Yale, 114; New Hampshire, 108; Dartmouth, 101; Worcester Tech, 100; Northeastern, 98; Cornell, 93; Williams, 82; Brown, 79; and Stevens Tech, 69. New Hampshire and Worcester Tech made their best showings in several years in this event, sailed in a rail breeze from the southwest. The winning Coast Guard skippers were Mitch Daniel, of Wianno, and Arthur Fontaine, of New Bedford, while Harvard's George O'Day took high point honors with 87 points. The field of 13 colleges was the largest since 1941.

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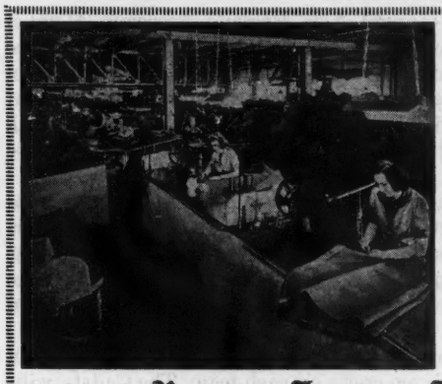

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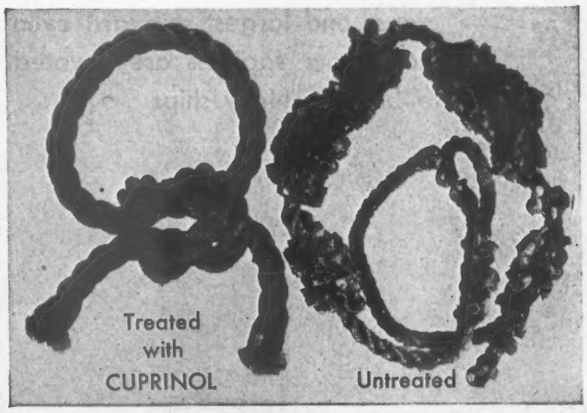

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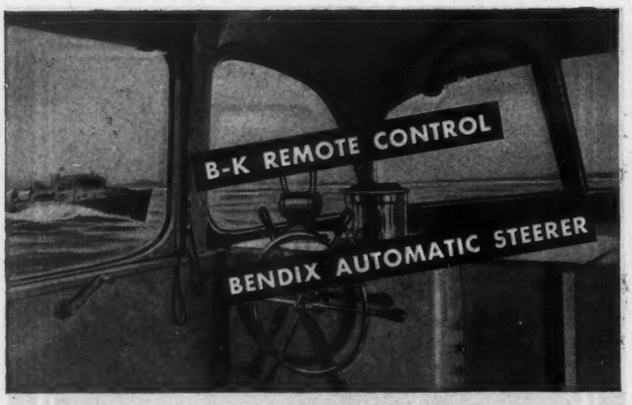

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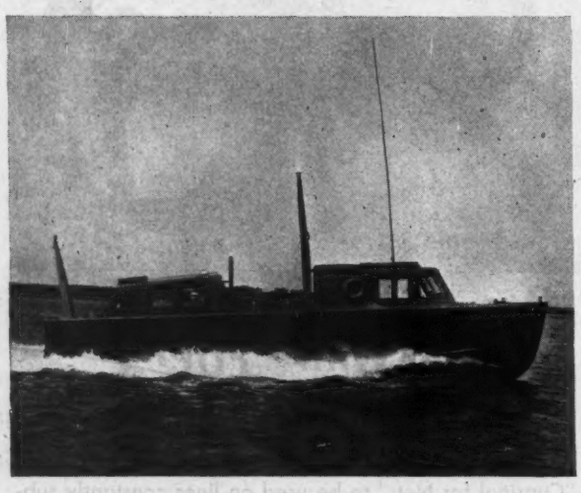

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▶ On April 22nd, the Coast Guard and Naval Academies met in their third annual dual meet on the Thames. In a good southerly breeze, the home team won for the first time, 194 to 190, after six races. Navy was leading after five races by 161 to 158, but the Cadets took the last race by 36 to 29 and captured the match. In individual races, Coast Guard won three, Navy two, and the other ended in a tie. Cadet Philip Hildebrandt, of Coast Guard, and Midshipman Earle Greenwood, of Navy, led their respective teams with 52 points each to share high scoring honors.

▶ The opening major event of the 1944 spring season was the seventh Semi-Annual Greater Boston Championship for the Rudolf O. Oberg Trophy on the Charles, under Northeastern's colors on April 9th. A strong Tufts contingent outscored Harvard by 51 to 47 as M.I.T. tallied 42 and Northeastern 28. It was Tuffs' first victory in this series and the winning skippers were Edward Gallagher, Dick Sprague, and Eddie Echeverria — the latter winning high point honors at 19.

▶ The 11th Semi-Annual New England Associate Member Dinghy Championship was retained by Holy Cross on the Charles on April 23rd, with 29 points as against 25 for Worcester Tech and 17 for Boston College. It was the victor's fifth straight triumph in this series and was due to the skill of skippers Bill Macdonald and John Goddard, the latter a newcomer.

▶ In addition to their own contest, the Naval and Coast Guard Academies each met Stevens Tech and Yale in dual meets during April. Navy opened with a 91 to 69 triumph over Stevens Tech on the Severn, April 8th, and Coast Guard defeated the Engineers from Hoboken on the Thames by 228 to 132 on April 16th.

Coast Guard's opening meet, on Easter Sunday, was a match against Yale with eleven crews on each team. The Cadets, with Mitch Daniel scoring 100 out of a possible 104 points, won by 739 to 501. On April 16th, the Elis went to Annapolis and were defeated 190 to 135, although Yale's George Hall was high scorer.

▶ The Navy casualty list of April 6th reported Lieutenant Donald S. Scheu, Annapolis '40, as missing in action. As undergraduates at Annapolis, Scheu and Bill Lemos gave Navy its strongest dinghy racing team in intercollegiate history.

MAINE COAST NOTES

By Lawrence B. Getchell

▶ By the time this appears in print, Captain Frank Swift's fleet of six old-time windjammers will have started its ninth season of one-week cruises on Penobscot Bay. These vessels are the two-stickers *Lois M. Candage, Mattie, Clinton, Lillian, Lydia M. Webster* and *Enterprise.* Capt. Swift will also operate the Lawley-built schooner yacht *Indra* which he acquired from A. L. Anderson three years ago.

Since the start of these famous "Windjammer Cruises" back in 1935, they have been the means of giving thousands of people a taste of what Maine coasting was like a century ago. Also, since the war began, the old vessels have given many yachtsmen, who usually cruise these waters, a chance to visit their favorite haunts in the next best way to sailing their own boats.

▶ The Sou'west Society of Frustrated Clam Diggers is casting around for a couple of hungry but muscular sailors to fill the offices of 1st and 2nd Assistant Digger which were vacated by Cy Hamlin and Bill Johnston, respectively, when both were called to the colors. Interested innocents should address Chief Digger B. B. Hinckley, Manset, Maine.

▶ The New England Shipbuilding Corp., of South Portland, established a one-month record in April when it launched 12 Liberty Ships in that period. One of these, the *SS George Eldridge,* was named for the man who is credited with having made the first complete charts of the Atlantic Coast.

Mr. Eldridge was born in 1812 at Chatham, Mass. In the early 70's, he published a book titled: "The Compass Test." It was widely read by mariners of that era. Later, he surveyed the Atlantic Coast from the Straits of Belle Isle to the Florida Keys. The Eldridge *Tide and Pilot Book* is still widely used by coastal pilots. George Eldridge died in 1900.

▶ Brampton Parker, a designer with Camden Ship, has sold his knockabout to Philip Hofer, of Cambridge, Mass. Frank Sample, Jr., has placed his 35′ sloop *Acadie* in commission for the season. We had our first sail of the year on April 23rd. It was short, because we took along only one hot water bottle.

▶ Donald Gilpin, of Mt. Desert, has sold his auxiliary schooner *Malabar III* to A. S. Myers, of Essex, Conn. She sailed from Southwest Harbor for her new home on April 30th. Aboard for the trip were Charles Myers, Austin Myers, Jr., Douglas Swan, A. N. Clifton, M. D. Southworth, and the schooner's new owner.

▶ Frank L. Sample, Jr., of Frank L. Sample, Jr., Inc., Boothbay Harbor shipbuilders, was elected first vice president of the Atlantic Coast Boat Builders and Repairers Association at its recent annual meeting in New York City. Henry R. Hinckley, of Southwest Harbor, was elected Association Director for the Eastern Maine area.

Ralph A. Leavitt, of Portland, has been elected Chairman of the Board of Harbor Commissioners of that port. Mr. Leavitt is also Chairman of the Board of Trustees of the Maine Maritime Academy and has long been a forceful supporter of harbor and waterfront improvements in the interest of yachting in this State.

▶ *Sand Peep*, 43′ motor cruiser formerly owned by C. E. Hodges, of Seal Harbor, has been acquired by H. A. Johnston, of Minturn. She will be operated as a ferry between Swan's Island and Rockland.

▶ Snow Shipyards, Inc., of Rockland, received its third Army-Navy "E" on April 21st. The yard launched the USS *Whitewood* on the same day. The vessel is among the largest wooden ships now building in this country. She measures nearly 200′ long and is one of several under construction at Snow's.

LAKE ONTARIO NEWS

By W. Peck Farley

▶ The Youngstown Y.C. has drawn up its racing schedule for the season to include 16 races, nine to be held on the club course, seven to be cruising races. George White is again functioning as sailing secretary and official judge. A plan has been worked out to ask power boat owners to volunteer their boats as committee boats.

Youngstown has applied for membership in the Inter-Lake Y.A. It intends to have competitive sailing with other clubs despite the inactivity of the Lake Y.R.A.

At the annual opening day stag dinner, a plaque was presented honoring the more than 60 members in the armed forces.

Lt. Harvey Dawrs is at present stationed at the U.S. Naval Station, Seattle, Wash.

▶ The Sodus Bay Y.C. held its annual meeting May 3rd at Newark Country Club with Captain Bob Bartlett, of Arctic exploration fame, as the guest of honor and principal speaker. This meeting was also a belated 50th anniversary of the club, which was founded in 1893.

Sodus Bay Y.C. property is being rejuvenated following the Year of the Great Flood.

▶ The Newport Y.C. on Irondequoit Bay will be host club this year for three Snipe events, since the International Snipe Regatta as well as the N. Y. State Championships will be held there. And, since Ernie Coleman and Mrs. O'Brien won the North Atlantic Championship at Lake Mohawk last year, that event will also take place on the bay.

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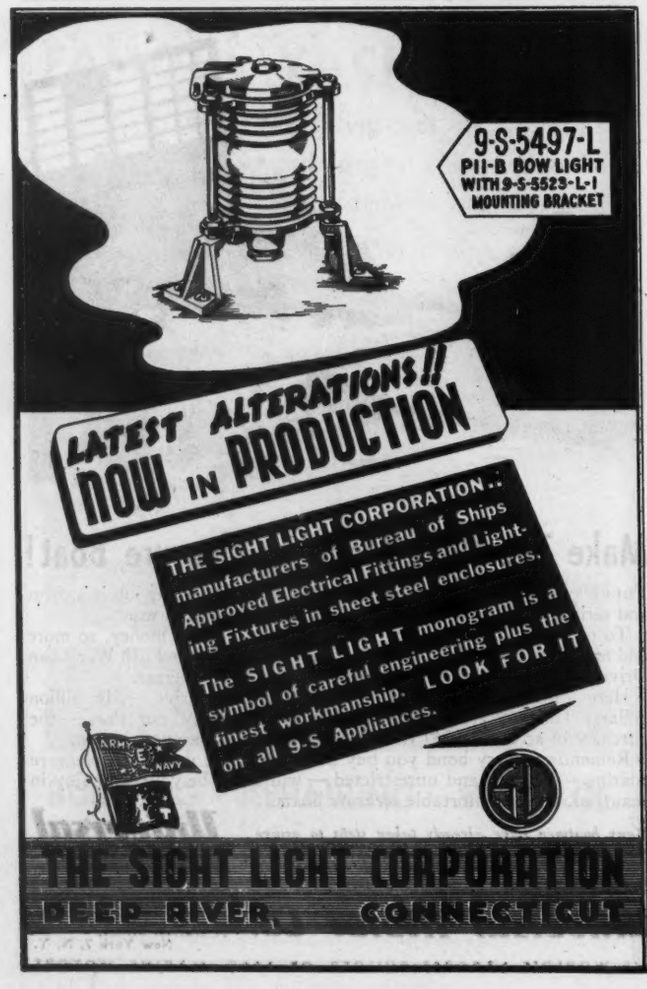
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▶ About 50 new members have been voted into the Rochester Y.C.—which almost makes up for the number of men in service.

The sailing schedule has been completed, comprising races Saturdays and Sundays from Decoration Day through Labor Day in Six-Metres, Stars, Lightnings and 14′ International dinghies and also cruising races for the larger boats. A new trophy, The Skipper Christy Trophy, has been presented in memory of Frank Christy, long time skipper of the famous *Iroquois*. This cup is for competition among cruising auxiliaries in five races during the season.

An innovation is a Champion of Champions Series to be held at the end of the season. Briefly, the top skipper of each racing class (Stars, Lightnings, Sixes and Dinghies) will sail one race in a boat of each class. The crews will remain with their boats. A skipper cannot sail his own boat. At the end of four races, the top man certainly merits the title Champion of Champions.

PACIFIC NORTHWEST CAT'S-PAWS

By Ray Krantz

▶ April 29th at Seattle witnessed the strange war time spectacle of a yacht launching. As in all such matters, there is a logical explanation. Before the war, Miss Ray Roberts, of Seattle, had ordered an auxiliary yawl of Edwin Monk's design from the boatbuilding plant of the Edison Vocational Schools on Lake Union. By the outbreak of war, as far as our nation was concerned, the new yacht was practically finished and completion was reached in April after the tedious delays inevitable under the circumstances. All necessary materials for the yacht had been bought before Pearl Harbor.

Allegro, a 42′ Marconi-rigged yawl with teak decks and floors, not to mention McClellan sails, was smartly christened by the owner's mother, Mrs. C. R. Roberts, Seattle.

▶ Seattle Y.C.'s opening day races on May 7th turned out to be "one of those things," with the sailing yachts failing to finish within the required time. The event was important, however, for another reason. Approximately 150 convalescent sailors and marines, returned here from the Pacific war theater, were guests of honor for the day, aboard various boats. "It's a great treat," said one marine, and this observation carries a significant suggestion to other clubs which may find it possible to arrange similar outings for the wounded veterans.

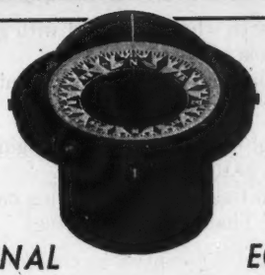
▶ April 29th was a busy day for at least three Seattle shipyards. At 3:30 p.m., the new 154′ cable repair ship *Lenoir* was christened by Mrs. Basil O. Lenoir at a Seattle Shipbuilding and Drydocking Corp. launching. This craft is practically a sister ship of *Glassford*, commissioned some time ago by the same plant. One hour later, Mike Shain's Trimmerships yard held a ceremonial launching for "Hull 21," a 45′ Navy picket boat.

Seattle Shipbuilding and Drydocking Corp. on April 24th added one more to the growing number of fishing vessels which are coming from the ways of various Pacific Northwest yards. The new vessel is *Cape Karluk*, named for an Alaskan promontory; the craft is a 77-footer to be driven by twin 165 hp. Gray Diesels working through a central gear box of the reduction type to a single propeller shaft. The design of the vessel is by Edwin Monk; Lee Wakefield and Sons, and Capt. Carl Haug are the owners.

▶ With well over 100 Wacs lining the vessel's stern, in a bow first launch, the 204′ ocean barge *BCL-1597* went overboard on April 22nd at Barbee Marine Yard's Kennydale plant. The Wacs were guests of honor at the launching and Theodora V. Deaumer, Tech. Sgt., was sponsor, assisted by co-sponsor Louise Barnes, 1st Sgt.

BCL-1600, a similar barge sub-contracted by the Barbee yards to the Stanwood Shipyards, Stanwood, Wash., was sent down the ways later the same day, with Mrs. Horace Kelsey, wife of the president of both shipyards, doing the honors.

▶ Ted Wheelan, Seattle, recently bought a stock 29′ fast cruiser from Marina Mart. The boat is unusually fast, logging 22.5 m.p.h. with a Chrysler Crown.



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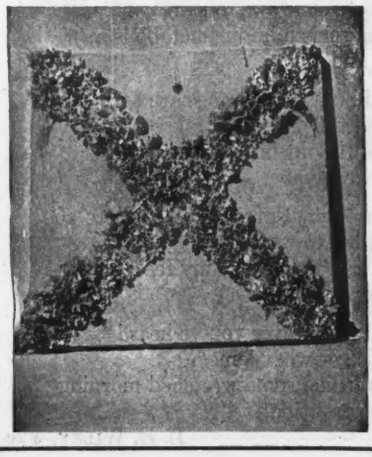

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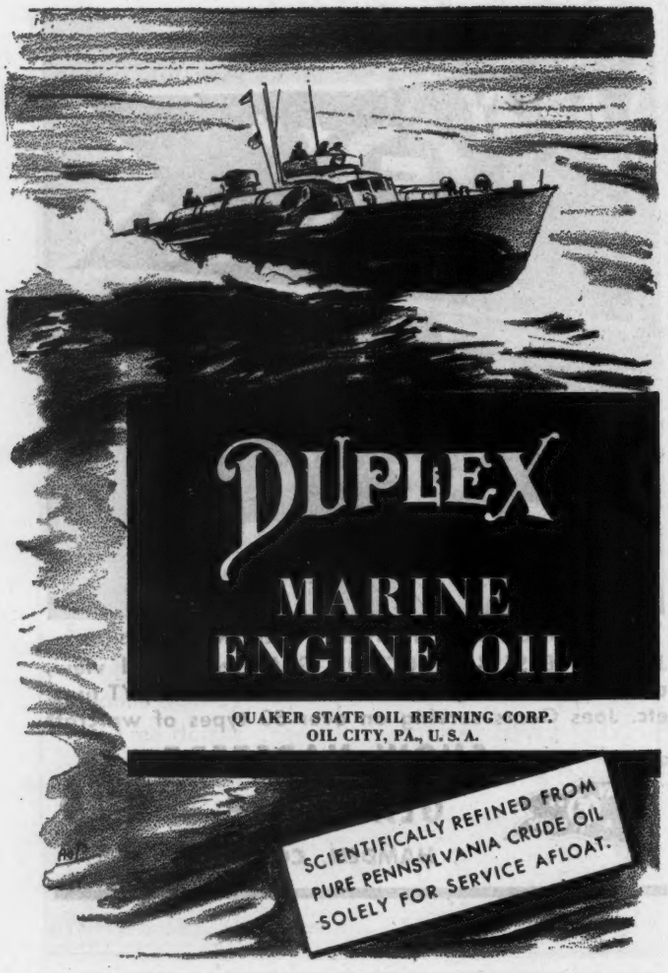
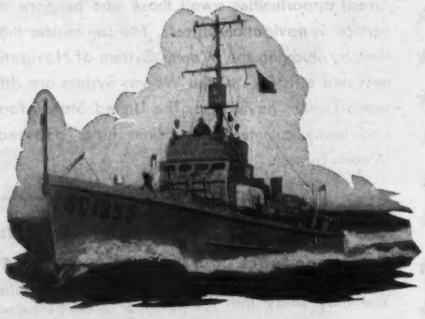
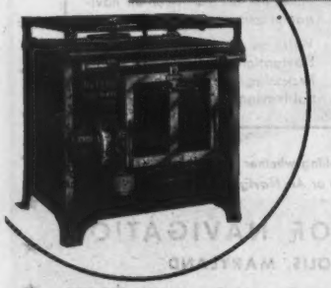


No matter to what far-off corners of the world our war and cargo vessels sail — there SHIPMATE sails. We're proud to be on board; proud to devote our entire production to the war, so that in the world of the future SHIPMATE and pleasure craft may sail the seas in peace.



SC 1355 built by Luders Marine Construction Co., and equipped with Shipmate range.

SHIPMATE MODEL 1200. Three-foot oil-fired range; double-wall construction; heavy insulation; low initial, operating and maintenance cost.



The STAMFORD FOUNDRY Co.

ESTABLISHED 1830 ■ 10 CANAL ST. ■ STAMFORD, CONN.

STRIKE ME WITH AN INDIAN CLUB

Or, Jettison the Physique

Anybody on earth who is troubled with girth
Or avoirdupois in excess
Believes Calisthenics (or "Muscle Eugenics")
Will make it considerably less.

I've run through their set-ups; I'm bulging with bumps,
But not to a healthy degree;
Just to mention the stuff, is distressing enough —
But to do it! That's mayhem to me!

So, if you'll allow, I'll explain to you how
We proceed on this arduous course;
And I'm willing to bet that the orders we get
Would fatigue a mechanical horse.

We get under way at the start of the day,
With sleep unwashed from our eyes,
When an officer bellows, "Come on here now, Fellows!
God damn it! Wot's wrong wit youse guys?"

'Though it's yet barely seven, we're now nearer heaven
(Or hell) than we even dare mention.
'Though we're ready and tough, too much is enough;
One "knee twist" should merit a pension.

"Twisting the head" leaves each one half dead,
And changes each kink to an ache;
A violent throbbing is brought on by the bobbing;
It's a wonder one's neck doesn't break!

Our arms are extended until we're offended
And exclaim with words flagrant and vile;
But naught is achieved, for our leader gets peeved,
And makes us do "push-ups" awhile.

Oh, we do the "Back Snap" and the "Clavicle Tap"
(In which we bang skulls on the floor).
When we're ready to drop, we never hear, "Stop!"
It's always, "Now twenty times more!"

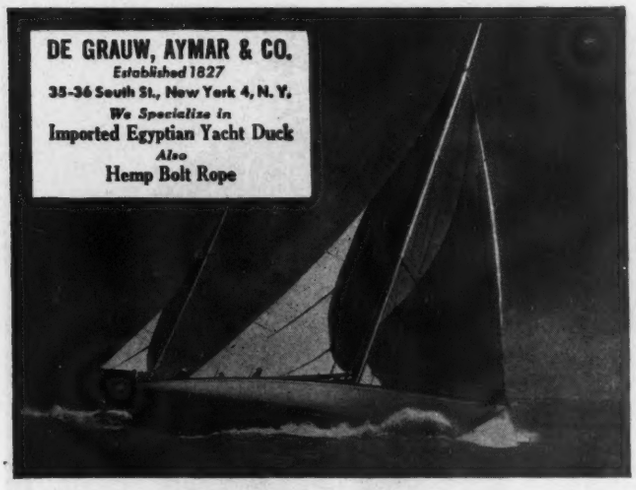
We run in one spot till our feet are red hot,
And we bend at the waist till we're pale;
There's a disheartening schism in our metabolism,
So nobody's hearty and hale.

We hop and we clap till our vertebrae snap;
Our fingers are flexed till they ache;
We spin and we hurdle till our bile juices curdle
And our lateral reflexes quake.

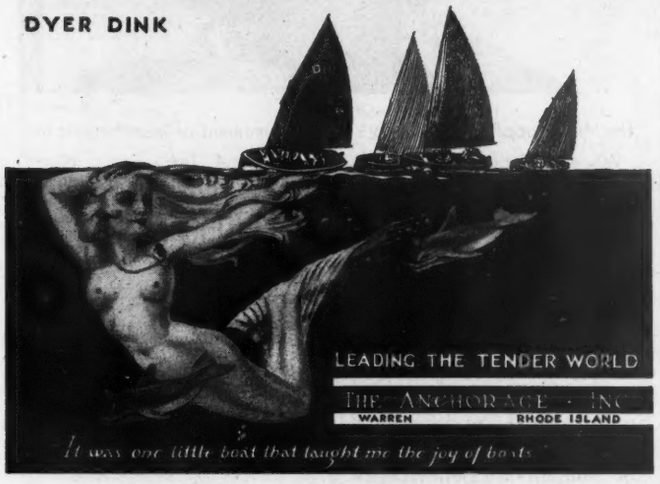
By the time we are through, I'm reduced to mere goo;
My red blood has faded to white;
I'm too weak to eat; I can't stand on my feet;
I'm a powerful, sorrowful sight!

I conclude with a word: Whatever you've heard
About exercise, you'll get what I mean;
You'll remember my warning some wretched morning
After trying our Navy routine!

L. E. WILEY, Y2c



DYER DINK



Let's Make Every Hour It Strikes One Hour Nearer Victory!

This Chelsea Ship's Bell will be available as soon as this war is won.

BUY WAR BONDS

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320 EVERETT AVENUE, CHELSEA 50, MASSACHUSETTS

MARBLEHEAD
REG. U. S. PATENT OFFICE
ANTI-FOULING GREEN
WHITE and RED
Restrictions Removed
Long Life—Powerful
Smooth and Slippery
STEARNS-McKAY MFG. CO., 405 Atlantic Ave., Boston, Mass.

Cruising Hazard *in North Channel!*

Maybe old Mother Nature was overly generous when she laid out this grand cruising country. To newcomers one of the hardships is "harbor picking" — there seems too many of them — the one you're in is too wonderful to leave — and within a few hours sail are many others far too lovely to miss!

One answer is to lay an early course for Turner's at Little Current. We will be glad not only to share our own experience, but to pass along the sage conclusions of old-timers who have prowled these waters for years. And who always come back for more!

Turner's chart case is bulging with spares. If you're planning a North Channel cruise write us . . . or you can write direct to the Canadian Hydrographic Office, Ottawa, Ontario, for catalog of charts.

Turner's

BRITISH IMPORTS
COATS—BLANKETS
KNITWEAR
SPORTSWEAR
FINE WOOLENS

LITTLE CURRENT, MANITOULIN ISLAND, ONTARIO

OUTSTANDING... because it's made that way

From under friendly skies and watchful eyes comes this incomparable Puerto Rican Rum. One sip will convince you of its quality.

DON Q RUM

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Century
builds fine boats
...BEAUTIFUL OUTBOARDS
...POWERFUL INBOARDS

A STAR has been added to Century's Army-Navy "E" Flag — for continued high achievement in war production.
CENTURY BOAT CO., Box 305, Manistee, Michigan.

Amphibious Top-Sider!

The positive, squeegee, non-slip action of the Sperry Top-Sider Sole was chosen by the Navy's Amphibian Corps for this Navy Deck Shoe. It is used on all fast Naval craft and landing barges, where sure-footedness is essential to officers and crew. Navy Deck Shoes are one of the reasons why Sperry Top-Siders are scarce today. Some dealers still may have a few "Top-Siders."

SPERRY TOP-SIDER "STICKS LIKE A BARNACLE"

SPERRY TOP-SIDER FOOTWEAR
15 Main Street, Beacon Falls, Conn.

Rosenfeld

The Army supply vessel FP "253" at the moment of launching at the Wheeler Shipbuilding Corp. Mrs. Thomas A. Terry was sponsor

NEWS OF THE INDUSTRY

FREE LOGBOOK AND GUEST REGISTER

▶ Copies of Pettit Paint Company's well known *Log Book and Guest Register* are now available. This log book provides an easy-to-keep record of the ship's cruise and gives all the data from which the position of the ship may be established by the method of dead reckoning. A copy may be obtained by writing the company at Belleville, N. J.

IN THE NEWS

▶ The Chrysler Marine Engine Division announces the appointment of the Oluf Mikkelsen Co., 393 Fourth Ave., New York, as distributor. . . . T. F. W. Meyer, general manager of the Federal-Mogul Marine Division, has recently announced the addition of a new plant in Grand Rapids. This new factory will make available extra facilities for the production of shafting, for a new precision foundry and for the expansion of research and development. . . . Worthington Pump and Machinery Corp. announces the appointment of Wesley B. Moore as manager of marine engine sales with offices at Worthington's Buffalo, N. Y., plant. . . . H. H. Maxim, president of the Maxim Silencer Co., has announced the appointment of Roland B. Bourne as vice president in charge of research and Frank L. Orr as vice president in charge of sales.

ON THE PRODUCTION LINE

▶ Consolidated Shipbuilding Corp. received its fifth Navy "E" the same day that it launched PC *1550*. . . . Higgins Industries recently received a new Army-Navy "E" flag which contains a third star covering the past six months. This is the fourth award since September, 1942. . . . I. F. Laucks, Inc. has been awarded a second renewal of the Army-Navy "E". . . . Early in April the United States Motors Corp. received the Army-Navy "E" for outstanding achievement. . . . The Wilmington shipyards of a.c.f. have been granted a fourth renewal of their "E" from the Army and Navy, as has John Trumpy & Sons, Inc. . . . The Lalance & Grosjean Mfg. Co. has won for the third time the Army-Navy production award. . . . Sturgeon Bay Boat Works was honored by the award late in April. . . . So also was the Buda Co. . . . The Federal-Mogul Marine Division (Detroit plant) has added a star to its award. . . . Lt. Col. William B. Bunker, USA, and Captain W. R. Cooke, USN, presented the "E" pennant to M. M. Davis & Son, Inc. . . . Sturgeon Bay Shipbuilding & Dry Dock Co. was recently awarded the "E".

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This symbol of superb conditioning had its origin in the Bristol, R. I., Herreshoff yard which first proved the superiority of American sailing craft. The blocks and rigging of these early yachts were furnished to Herreshoff, and later to other yards by Merriman.

For your present or contemplated boat, specify — MERRIMAN, as the finest "BRISTOL FASHION" blocks, fittings and rigging for the sail setting and handling that wins races, speeds cruises, relieves worries, looks well and wears for a lifetime.

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304 WEST 7th STREET, SAN PEDRO, CALIF.

These Americans are not expected to buy an extra War Bond in the 5TH WAR LOAN

Official U. S. Navy Photo

But We Are.

For each of us here at home, the job now is to buy extra Bonds — 100, 200, even 500 dollars worth if possible.

Many of us can do much more than we ever have before.

5TH WAR LOAN

When the Victory Volunteer comes to you and asks you to buy extra Bonds, think how much you'd give to have this War over and done.

Then remember that you're not *giving* anything. You're simply *lending* money — putting it in the best investment in the world.

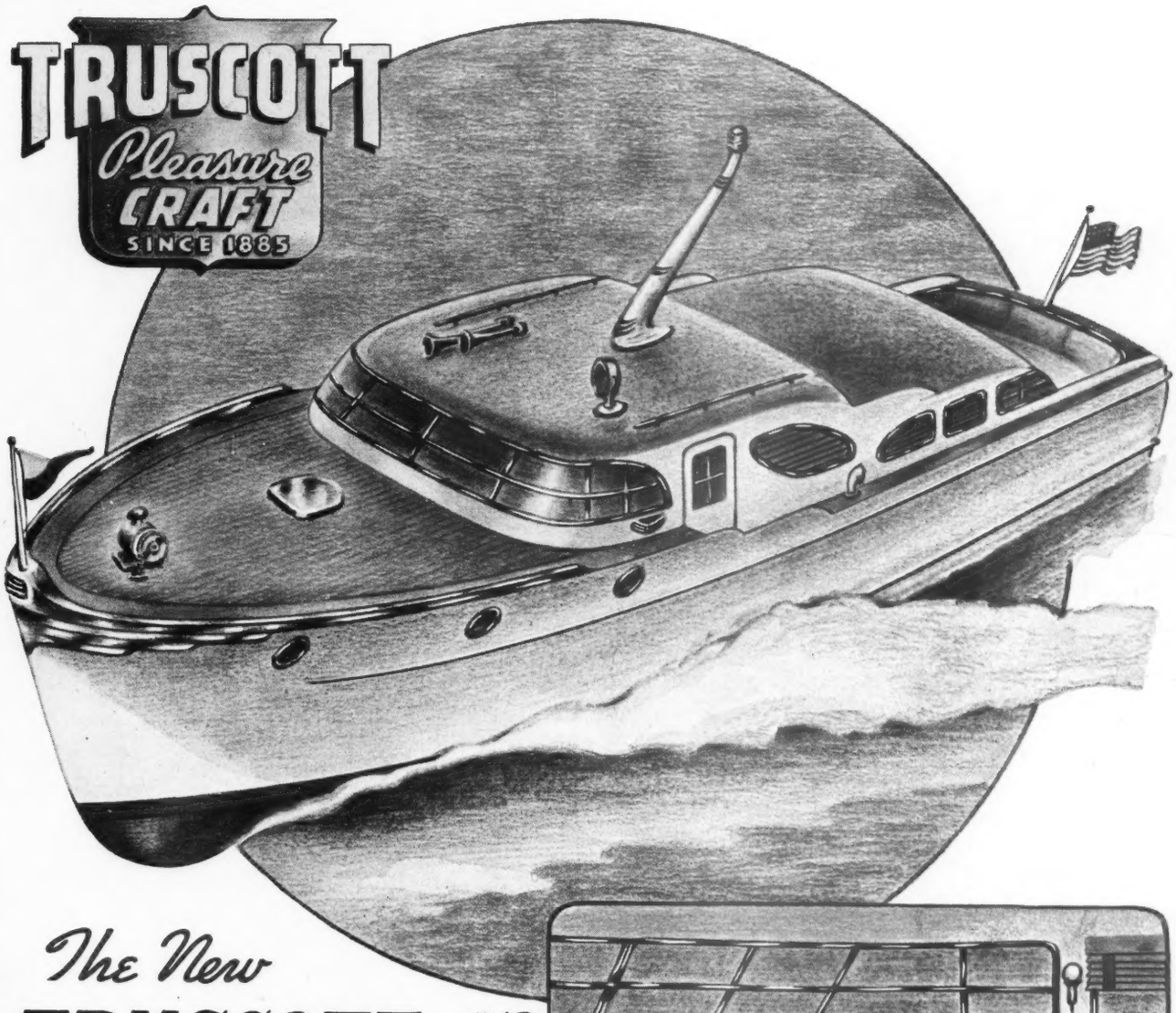
Let's Go . . . for the Knockout Blow!

Yachting

This is an official U. S. Treasury advertisement — prepared under auspices of Treasury Department and War Advertising Council

RUMFORD PRESS
CONCORD, N. H.

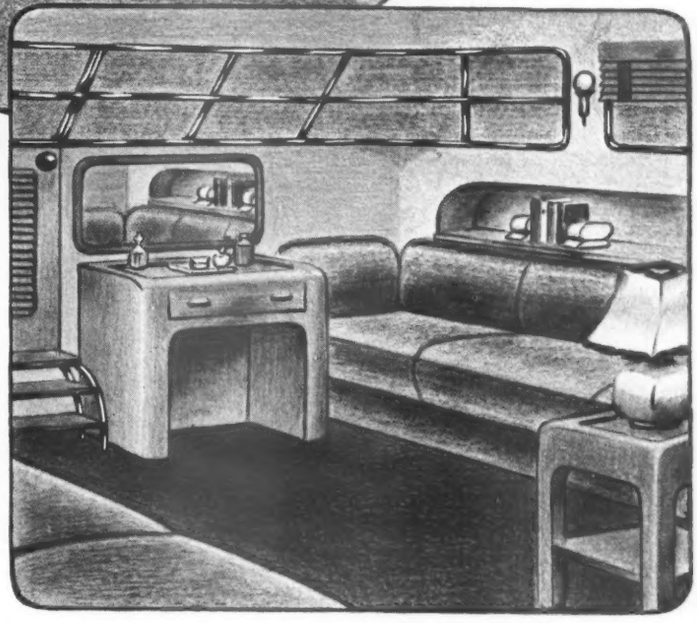
TRUSCOTT
Pleasure CRAFT
SINCE 1885



The New

TRUSCOTT 42

A brilliant, new and modern cruiser to be built when our war task is finished. Beauty, sea-worthiness, and speed, combined with comfort and safety, will be embodied in the New Truscott Cruisers. Full-vision deck-house, finger-tip control, quiet vibration-less power, are among its many features. Modern galley for convenience, luxuriously appointed deck-house for hospitality, bright, cheerful owner state-room for comfort.



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The Truscott 32, 42, and other stunning Cruisers now in preparation, are shown in the Truscott Sketch Book of Post-war plans. Write today for this interesting and informative booklet. It's free. Address Dept. YA6.

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9

SNATCHING LIVES from Savage Seas

Coast Guard tradition is packed with heroic rescues. Through hell and high water, through titanic seas that often roll rescue boats over and over—these sturdy craft self-right and self-bail themselves to reach ill fated ships.

Sterling Petrels which power many of these rescue boats have received unstinted praise for outstanding performance under all conditions of service.

Sterling engines are today being tested on the toughest proving ground of all times—the fighting fronts of the world—in the motor torpedo boats of the Royal British Navy—in the rescue boats of the U. S. Army and Navy Air Forces—in famous Coast Guard cutters and other craft of our fighting forces.

The records of dependable service these engines are marking up prove the fact that Sterling has perfected the technique of manufacturing precision-built engines on a mass production basis.

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THROUGH THE BUSIEST "HIGHWAYS" IN THE WORLD—America's pipe lines—Sterling powered pumps rush vitally needed oil for victory. One of many Sterling wartime jobs indicative of the tremendous peacetime applications of Sterling engines.

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STERLING ENGINE Company

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